

Regional Planning Commission Transmittal Checklist

Hearing Date

07/23/2014

Agenda Item No.

6

Project Number: R2008-02449-(1)
Case(s): Environmental Assessment No. 201400076
Plan Amendment No. 201400003
Zone Change No. 201400005
Specific Plan No. 201400001
Project Name: East Los Angeles 3rd Street Specific Plan and Form-Based Code
Staff Name: Phillip Estes, AICP
Principal Planner

- ☒ Cover Letter
- ☒ Staff Report
- Attachments:
 - Regulating Plan Map
 - Draft East Los Angeles 3rd Street Specific Plan and Form-Based Code
 - Quick Form-Based Code Guide
 - Consistency Analysis of General Plan and East Los Angeles Community Plan
 - Transcript of Hearing Examiner Public Hearing (June 12, 2014)
 - Notices and Advertisements of Public Hearings
 - Summary of Public Comments

Reviewed By: 



Los Angeles County Department of Regional Planning

Planning for the Challenges Ahead



Richard J. Bruckner
Director

July 10, 2014

TO: Esther L. Valadez, Chair
Laura Shell, Vice Chair
David W. Louie
Curt Pedersen
Pat Modugno

FROM: Carmen Sainz, Supervising Regional Planner
Community Studies East Section

SUBJECT: Public Hearing Materials
East Los Angeles 3rd Street Specific Plan and Form-Based Code
Project No. R2008-02449-(1)
Environmental Assessment No. 201400076
Plan Amendment No. 201400003
Zone Change No. 201400005
Specific Plan No. 201400001
Hearing Date: July 23, 2014
Item No. 6

Please find attached the following documents for the above-referenced project:

Staff Report
Draft East Los Angeles 3rd Street Specific Plan and Form-Based Code
Attachments

If you have any questions regarding this project, please contact me or Phillip Estes at (213) 974-6425 or via email at pestes@planning.lacounty.gov, Monday through Thursday from 7:30 a.m. to 5:30 p.m.

Department of Regional Planning Staff Report

Hearing Date: July 23, 2014

Project: East Los Angeles 3rd Street Specific Plan and Form-Based Code
Project No. R2008-02449-(1)
Permit Nos. ENV 201400076, PA 201400003, ZC 201400005, SP 201400001
Location: Unincorporated East Los Angeles (Proposed Specific Plan area only)
Applicant: County of Los Angeles

BACKGROUND

Over the past decade, considerable public investment has been made to the transportation system in East Los Angeles. The Metro Gold Line Eastside Extension light rail service began operations in 2009 with the opening of four East Los Angeles stations: Indiana, Maravilla, Civic Center, and Atlantic. The Gold Line has provided improved transit options and has presented development opportunities that this planning effort is intended to address. The Department of Regional Planning, in collaboration with stakeholders and residents of East Los Angeles have developed a specific plan to comprehensively guide and regulate future development in the areas around 3rd Street and the Gold Line.

The East Los Angeles 3rd Street Specific Plan and Form-Based Code ("Specific Plan") contains goals, policies, strategies, and updated development regulations to: 1) preserve the community's existing character while promoting pedestrian- and transit- supportive development; 2) foster economic vitality and create jobs; 3) provide for a range of housing options; 4) activate the public realm; 5) improve mobility and transportation choices; and 6) to ensure a sustainable community and walkable neighborhoods. The Specific Plan would be a component of, and therefore be consistent with, the County of Los Angeles General Plan ("General Plan") and the East Los Angeles Community Plan ("Community Plan").

The Specific Plan is both a policy and regulatory document. It contains the community's vision and goals, and is intended as a long-term blueprint for development over the next 20-year planning period. It also contains a form-based code, which is the regulatory component. The form-based code works in combination with the existing zoning ordinance and is designed to meet the community's objectives of achieving walkable, vibrant, and mixed use neighborhoods.

Form-Based Code

A form-based code ("FBC") is an alternative approach to regulating the built environment. FBCs seek to restore time-tested forms of urbanism, vitality, and walkability to communities. Currently, the Specific Plan area ("SPA") uses conventional use-based zoning that has proven difficult and rather ineffective for use with an established community like East Los Angeles. "A form-based code is a land development regulation that fosters predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code."¹ The FBC does not exclude the regulation of land uses; rather use becomes secondary to the physical form of buildings and the relationship of those buildings with the public realm.

¹ Form-Based Code Institute, *Form-Based Codes Defined*, 2014, <http://formbasedcodes.org/definition> (accessed June 17, 2014).

PROJECT LOCATION

The approximately 2-1/2 square mile SPA is centrally located within in the unincorporated community of East Los Angeles (see Attachment A, Regulating Plan Map). The boundaries of the SPA extend approximately one-half mile to the north and south of the Metro Gold Line, which runs east to west along 3rd Street and terminates at the Atlantic Boulevard Station. Generally, the boundaries extend to Cesar E. Chavez Avenue on the north, Margaret Avenue on the east, Hubbard and 6th Streets to the south, and Indiana Street on the west. (The East Los Angeles Community Standards District regulations will govern the remaining property within the community.)

PROJECT DESCRIPTION

Vision Statement

East Los Angeles is a safe, diverse, and economically vibrant community with a rich cultural history. Our community has prosperous mixed-use corridors, safe and family-friendly residential neighborhoods, and tree-lined streets that serve as distinctive and proud places for our community, and a desirable destination for visitors and commuters.

Specific Plan and Form-Based Code Organization

The Specific Plan (see Attachment B) presents the community's vision for the future transformation of the SPA into vibrant, mixed-use corridors and walkable neighborhoods. It is both a policy and a regulatory document. The Introduction and Vision, and Chapters 1 through 4 contain the plan's goals, policies, and guidelines; Chapter 5 is regulatory and contains the Form-Based Code land use regulations; and the Appendix contains background material and data. The Specific Plan document is organized as follows:

Introduction and Vision Chapter provides a description of the discovery and public engagement processes, community planning principles, the community's vision and land use and development strategies. The vision statement (above) guided the planning process and shaped the Specific Plan's goals and policies.

Chapter 1 (Goals and Policies) identifies the physical, economic, and social outcomes the community wishes to achieve. This chapter establishes a basic course of action to accomplish the community's desired goals.

Chapter 2 (Public Realm) discusses existing conditions and recommendations for change in the public realm, including a green streets strategy, street tree plan, sustainability strategies, and identifies opportunities to increase parks and open space.

Chapter 3 (Mobility) identifies streetscape improvements and guidelines, including conceptual road diets for Downey Road, Mednik Avenue, and Ford Boulevard.

Chapter 4 (Historic Preservation) provides goals and objectives for the continued maintenance and protection of historic resources.

Chapter 5 (Form-Based Code, Chapter 22.46 of Title 22) is a regulatory document and establishes the land use and development standards for the SPA to ensure that the vision of a walkable, vibrant, mixed use and sustainable community is achieved.

The Appendix provides the background material and data used in the discovery phase and community engagement process, as well as a reconnaissance survey of SPA's historic resources.

Community Planning Principles

Eight community planning principles are identified in the Specific Plan. These principles are the result of the extensive public engagement process that began in 2009 with the formation of the East Los Angeles Planning Advisory Committee (ELAPAC), along with input from other community stakeholders and participants. These principles are the basis for the goals and policies contained in the Specific Plan (see Chapter 1). As such, the FBC has been designed to meet the following community planning principles:

1. Foster community pride and culture;
2. Improve development standards and establish a new FBC;
3. Increase jobs and stimulate the local economy;
4. Increase quality retail and services;
5. Improve and facilitate additional housing;
6. Balance mobility and improve access to transit;
7. Enhance pedestrian comfort and safety; and
8. Improve access to recreational facilities and open space.

Framework of the Form-Based Code

The organizing principle for the FBC consists of the Regulating Plan Map (Attachment A) with eight transect zones: 3rd Street (TOD), Cesar E. Chavez Avenue (CC), 1st Street (FS), Atlantic Boulevard (AB), Neighborhood Center (NC), Low-Medium Density Residential (LMD), Civic (CV), and Open Space (OS). Each transect zone establishes a hierarchy of place and context. The desired character and form (i.e. the built environment) determines the fine-tuned regulations specific to each transect zone. This framework replaces the use-based organizing principle of the conventional zoning ordinance in order to reinforce existing and/or create new walkable mixed use environments.

- The TOD zone applies to areas in the vicinity of the four Metro stations: Indiana, Maravilla, Civic Center, and Atlantic. This zone allows for larger mixed-use buildings or higher density residential buildings. Larger footprint buildings would have a courtyard setback or similar massing break.
- The CC zone is designed to reinforce the existing character of Cesar E. Chavez Avenue and to introduce suitably scaled mixed use buildings. It is intended for a mix of small to medium density mixed use, commercial, or residential buildings.

- FS zone is designed to establish 1st Street as the dominant “Main Street” and destination for local-serving shops and restaurants. It is intended for a mix of small to medium density mixed use, commercial, and residential buildings.
- The AB zone is designed to reinforce the commercial fabric of Atlantic Boulevard while restoring balance between residential and neighborhood-compatible commercial uses. It is intended for a mix of small to medium density mixed use, commercial, and residential buildings.
- The NC zone is designed to maximize shallow parcels with appropriate residential and commercial buildings, along with suitably-scaled mixed use buildings that reinforce the existing scale. Small to medium density housing types and varied housing options are available.
- The LMD zone is designed to protect and preserve the residential core primarily for single-family and two-family residential neighborhoods. This is based on the allowed lot size and required building setbacks, allowing for small footprint buildings.
- The CV zone is intended for civic uses, including government offices, schools, religious facilities, and other similar uses. The regulations for the CV zone are the same as those for the Institutional zone as prescribed in the existing zoning ordinance.
- The OS zone is intended for open space, parks, and recreation uses. The regulations for the OS zone are the same as those for the Open-Space zone as prescribed in the existing zoning ordinance.

HOW TO USE THE FORM-BASED CODE

The process for following the FBC for new development is broken into six steps. The steps are shown graphically in the Quick FBC Guide (see Attachment C). The Quick FBC Guide presents the instructions on how to follow the FBC in order to obtain development review and consideration for approval of a building-scale project.

The FBC is the regulatory component of the Specific Plan and it consists of the following sections: Establishment of Form-Based Code, Intent and Purpose, Applicability, Administration, Project Review Procedures, Definition of Uses and Terms, Regulating Plan, General Standards, Development Requirements and Implementing Options, Transect Zone Standards, Building Type Standards, Frontage Type Standards, Signs, and Block and Subdivision Guidelines, each of which are described below:

Establishment of Form-Based Code

This section establishes the FBC development regulations pursuant to Chapter 22.46 of Title 22 of the County Code.

Purpose

This section purpose and intention of the FBC, which is to update development standards, establish allowable uses and provide procedures for implementing the FBC, set forth standards and implementing options to ensure orderly development, and to provide opportunities to expand commercial and residential uses.

Applicability

This Section describes when the FBC is applicable to new and existing development, including additions, repairs to existing development, nonconforming uses, and for large-scale projects.

Administration

This section generally describes the relationship between the FBC and Title 22 (Planning and Zoning) of the County Code as follows:

- The provisions contained in the FBC shall be considered in combination with the provisions set forth in Title 22;
- Where provisions of the FBC conflict with Title 22, the FBC shall control; and
- Where provisions of the FBC are silent Title 22 shall control.

Project Review

This section describes how to obtain project approval, including for administrative and discretionary projects, and minor modification of standards.

Definitions of Uses and Terms

The glossary includes definitions of land uses as well as general terms and phrases used in the FBC.

Regulating Plan

This section establishes the eight transect zones for the project area and the Regulating Plan Map (Attachment A).

General Standards

This section describes the standards that supplement the regulations of each transect zone and are applicable to particular aspects of development. For example, general parking requirements, parking lot landscaping, and operational standards for non-residential uses are provided.

Development Requirements and Implementing Options

This section establishes standards that supplement the regulations of each transect zone and are specific to particular aspects such as architectural character, building articulation, and finish

materials. These requirements and guidelines are applicable to all new building types, except the House and Duplex/Triplex, and to changes to a building or structure that cause a cumulative increase or decrease of 25 percent of gross floor area or dwelling units.

Transect Zone Standards

This section provides the regulatory standards governing land uses and required approvals (Land Use Types and Permits Required Table), allowed building types, required frontage types, building and parking placement, and other topics. The purpose of this section is to ensure that development is compatible with neighboring properties or zones, and produces the desired character and vision. Each transect zone breaks down the regulations by building types, required frontage types, building form, building placement, and parking.

Building Type Standards

The section describes the standards applicable to the development of building types. These standards supplement the standards for each transect zone where a particular building type is allowed. The building types identified in the FBC include House, Duplex/Triplex, Rowhouse, Court, Hybrid Court, Lined Block, and Flex Block. Further, this section breaks down the regulations by building type description, transect zone allowed, number of units, building size and massing, pedestrian access, vehicular access and parking, open space and landscape, accessory buildings, and miscellaneous topics.

Frontage Type Standards

This section sets forth the standards applicable to the development of private frontages. Private frontages are the components of a building that provide an important transition and interface between the public realm (street and sidewalk) and the private realm (yard or building). These standards supplement the standards for each transect zone in which the frontage types are allowed. For each frontage type, a description of the type's intent and design standards are provided.

Signs

This section sets forth the standards applicable to signs to provide property owners and tenants an opportunity for effective identification subject to reasonable and appropriate conditions for identifying goods sold or produced or services rendered in all transect zones while controlling the size, location, design, and quantity in order to maintain and enhance the quality of the community's appearance. Sign types allowed include: Yard, Projecting, Awning, and Wall. For each allowed sign type a description of the type's intent and design standards are provided. Additionally, five other sign types are exempt and would not require permit approval provided the sign complies with the requirements for the particular exempt sign. Exempt signs include: Future Tenant, Grand Opening, Window, Temporary Window, and Directory. A Creative Sign Permit is allowed to provide flexibility in the design and display of uniquely designed signs. A Master Sign Program is provided to allow flexibility in the design and display of multiple signs or for signage association with multi-tenant buildings.

Block and Subdivision Guidelines

This section establishes guidelines for maintaining the existing interconnected street and block network as well as guidelines for subdividing blocks into pedestrian-scaled blocks. This section would be applicable to projects sites that exceed two acres in size.

CONSISTENCY WITH COUNTY OF LOS ANGELES GENERAL PLAN

California law requires a specific plan to be consistent with the jurisdiction's general plan. To ensure consistency with the County's General Plan, a review was performed of the existing General Plan, as amended, for relevant goals and policies. This review indicated the Specific Plan and the General Plan to be complementary and consistent.

Table 1 in Attachment D analyzes the goals and policies of the General Plan that are most relevant to the Specific Plan. Goals and policies in the General Plan that are not applicable to the Specific Plan were not included. The analysis identifies goals and policies with a brief discussion of the consistency of the Specific Plan and the General Plan.

CONSISTENCY WITH EAST LOS ANGELES COMMUNITY PLAN

To ensure consistency with the East Los Angeles Community Plan (Community Plan), a review was performed of the existing Community Plan for relevant goals and policies. This review indicated the Specific Plan and the Community Plan to be complementary and consistent.

Table 2 in Attachment D analyzes the goals and policies of the Community Plan that are most relevant to the Specific Plan. Goals and policies in the Community Plan that are not applicable to the Specific Plan were not included. The analysis identifies goals and policies with a brief discussion of the consistency of the Specific Plan and the Community Plan.

ENVIRONMENTAL DETERMINATION

An Environmental Impact Report (EIR) was prepared pursuant to CEQA reporting requirements with the County as the lead agency. The County determined by way of an Initial Study and identified in the Notice of Preparation sent to agencies and stakeholders, that an EIR was necessary for the Specific Plan. Furthermore, the County determined through the Initial Study that the proposed Specific Plan would not have the potential to cause significant impacts related to Agricultural Resources and Mineral Resources. Therefore, these topics were not analyzed in the EIR.

The following areas of potential significant environmental impacts analyzed and addressed in the EIR include the following:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology/Soils

- Greenhouse Gas Emissions
- Hazards/Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities/Service Systems

COMMUNITY ENGAGEMENT

The development of the Specific Plan was guided by an ongoing and collaborative public outreach, activities, and events, which included:

Engagement in the Development of the Specific Plan and FBC

To ensure broad community representation and participation, the East Los Angeles Planning Advisory Committee (ELAPAC) was formed. ELAPAC consisted of 21 members (8 appointed and 13 elected) and met quarterly from October 2009 to October 2011, with additional meetings in 2010.

Four Discovery Workshops were held in the neighborhoods: Belvedere Park Social Hall (July 13, 2009), City Terrace Park Social Hall (July 14, 2009), Ruben Salazar Park Senior Center (July 21, 2009), and Saybrook Park Recreation Room (July 25, 2009). Each workshop was organized around a consultant team presentation, an extensive question and answer session, with round-table discussions of issues, concerns, and opportunities. Analytical and diagnostic drawings and other documents provided by the consultant team, allowed workshop participants to represent and express their points of view accurately and constructively.

Over a five-day period spanning from July 13 to 25, 2009, two design and coding charettes took place. The first session focused on policy strategies and the second session on design solutions. Community members and County staff participated in site planning and building massing activities, and formed potential development scenarios taking into consideration height and orientation to the street. Participants were asked to identify what amenities they would like to see and where they should be located.

On September 19 and 26, 2009, two half-day Big Picture Workshops were held at Ruben Salazar Park Senior Center and City Terrace Park Community Room where participants focused on broad planning issues. On October 17 and 24, 2009, two Design Solutions Workshops were held, where participants focused on targeted design solutions

Further, approximately 30 additional community meetings, business organization discussions, and other events were attended, where County staff summarized the Specific Plan. (See page INT.3 of the Specific Plan for a detailed summary of community engagement.)

August 3, 2013 Open House and Scoping Meeting

Pursuant to the CEQA and the Notice of Preparation (NOP) of an EIR, Regional Planning staff and the EIR consultant held an open house and scoping meeting to receive public comments related to the potential environmental impacts of the proposed Specific Plan. The open house and scoping meeting were held on August 3, 2013 from 10:00 a.m. to 12:00 p.m. in the community room at the East Los Angeles Public Library. Approximately 20 members of the public attended. The event began with a summary presentation of the Specific Plan as well as a discussion of the EIR process and scope, as well as the environmental topics that would be analyzed in the EIR. Various verbal and written comments were received during the NOP period and at the scoping meeting, which included topics related to traffic impacts to local, county, and state facilities; impacts to cultural resources; land use and density; railroad safety; landscape and design; bicycle lanes; libraries; sidewalk widths and street widening; and law enforcement services.

June 12, 2014 Open House and Public Hearing

The Hearing Examiner conducted a public hearing to receive testimony in response to the availability of the Draft Environmental Impact Report (DEIR) at the East Los Angeles Public Library community room on June 12, 2014. The open house was held from 5:30 p.m. followed by the public hearing at 6:30 p.m. Approximately 30 members of the public attended. Staff and the DEIR consultant gave a brief introduction for the proposed Specific Plan and DEIR. The presentation was followed by public testimony and staff responses. Various verbal and written comments were received, which included topics related to traffic, railroad vibration and noise, trees, parking, signage, cultural resources, sidewalk and street widths, and open space. (See Attachment E for the public hearing transcript.) All EIR-related comments received during the DEIR comment period (May 15, 2014 to July 1, 2014) will be addressed in the final draft EIR.

AVAILABILITY OF DRAFT DOCUMENTS

Collaboration with community stakeholders and the County produced the Specific Plan and Form-Based Code (201400001), a land use map amendment (201400003), a zone change ordinance (201400005), and an environmental assessment case (201400076). Table 1 (below) summarizes the availability of draft documents for public review and comment.

Table 1 Summary of Draft Documents		
<i>Document</i>	<i>Date</i>	<i>Availability</i>
Draft Specific Plan (Nov. 2009)	November 2009	Published to website, available at libraries
Draft Specific Plan (July 2010)	July 2010	Published to website, available at libraries
Draft Specific Plan (May 2013)	May 2013	Published to website, available at libraries
Notice of Open House and Scoping Meeting/Preparation of EIR	July 11, 2013	Mailing notice, published to website

Table 1 Summary of Draft Documents		
Notice of Completion of draft EIR	May 8, 2014 legal notice May 12, 2014 mailing	Mailing notice, published to website, comment period from May 15, 2014 to July 1, 2014
Draft EIR	May 15, 2014	Published to website
Draft Specific Plan (June 2014)	June 2014	Published to website, available at libraries, discussed at open house
Staff report, Draft Specific Plan (July 2014)	July 10, 2014	Published to website

PUBLIC NOTIFICATION

A total of 1,043 public hearing notices were mailed on May 12, 2014. A legal advertisement was also published on May 8, 2014 in the *East Los Angeles Tribune* and *La Opinión* newspapers (Attachment F).

AGENCY EIR COMMENTS

In a letter date July 1, 2014, the Governor's Office of Planning and Research indicated that the County has complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to CEQA. Caltrans submitted a letter dated June 24, 2014 and Metro submitted a letter dated June 26, 2014 with questions regarding implementation of the Specific Plan. As such, additional time is required for the County to work with Caltrans' to complete the Final Draft EIR. No other comments were received from other state or local agencies during the DEIR comment period.

PUBLIC COMMENTS

A summary of public comments and staff responses is provided in Attachment G.

STAFF RECOMMENDATION

Caltrans has additional questions regarding implementation of the Specific Plan. As such, additional time is required for the County to work with Caltrans' to complete the Final Draft EIR. Once completed, the Final Draft EIR will be transmitted to your Commission as supplemental to this staff report. Therefore, staff recommends a continuance of this item until August 6, 2014.

RECOMMENDED MOTION

"I move that the Regional Planning Commission continue Item No. 6 until August 6, 2014."

PROJECT NO. R2008-02449-(1)
ENVIRONMENTAL ASSESSMENT 201400076
PLAN AMENDMENT 201400003
ZONE CHANGE 201400005
SPECIFIC PLAN 201400001

STAFF REPORT
PAGE 11 OF 11

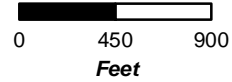
Prepared by Phillip Estes, AICP, Principal Planner
Reviewed by Mark Child, Deputy Director









07/10/14

ATTACHMENTS:

- A. Regulating Plan Map
- B. Draft East Los Angeles 3rd Street Specific Plan and Form-Based Code (July 2014)
- C. Quick Form-Based Code Guide
- D. Consistency Analysis of General Plan and East Los Angeles Community Plan
- E. Transcript of Hearing Examiner Public Hearing (June 12, 2014)
- F. Notices and Advertisements of Public Hearings
- G. Summary of Public Comments

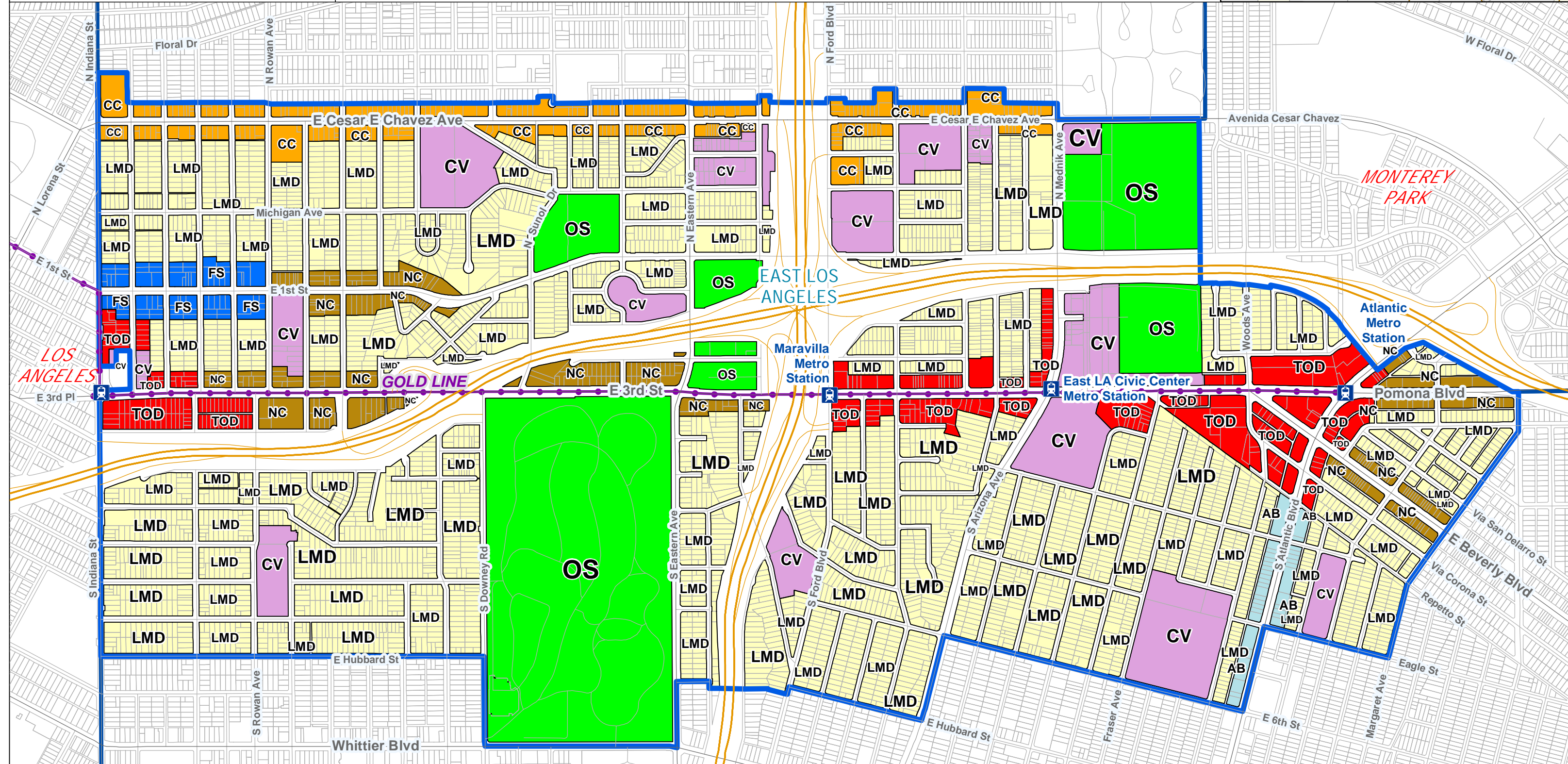
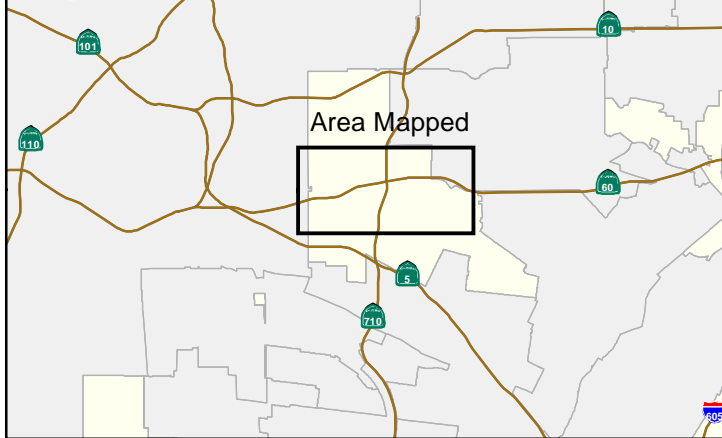
ATTACHMENT A
Regulating Plan Map



-  Metrolink Stations
-  Metro Rail Stations
-  Metrolink
-  Transitways
-  Light Rail - Existing
-  Light Rail - Proposed
-  Light Rail - Under Construction
-  Specific_Plan_Boundary

-
- 3rd Street (TOD) Zone
 - Cesar Chavez Avenue (CC) Zone
 - 1st Street (FS) Zone
 - Atlantic Boulevard (AB) Zone
 - Neighborhood Center (NC) Zone
 - Low-Medium Density (LMD) Zone
 - Civic (CV) Zone
 - Open Space (OS) Zone

VICINITY MAP:



ATTACHMENT B

Draft East Los Angeles 3rd Street Specific Plan and Form-Based Code

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East Los Angeles

3rd Street Specific Plan

REVISED DRAFT - JULY 2014



ACKNOWLEDGEMENTS

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Community Development Commission
Department of Fire
Department of Parks and Recreation
Department of Public Health
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Metropolitan Transit Authority (Metro)

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TABLE A: CONTENTS AND SPECIFIC PLAN ORGANIZATION

INT

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PROJECT LOCATION AND BACKGROUND

The East Los Angeles 3rd Street Specific (Specific Plan, Plan) area is located approximately five miles east of downtown Los Angeles and is located within the unincorporated community of East Los Angeles (See Figure INT.A). The plan area boundary is approximately two square miles and extends approximately one-half mile to the north and south of the Metro Gold Line from Indiana Street on the western boundary, Hubbard and Sixth Streets to the south, and Margaret Avenue and Atlantic Boulevard to the east. The Specific Plan area is bisected by the Pomona Freeway (State Route 60) and the Long Beach Freeway (Interstate 710).

The Specific Plan is a comprehensive planning document to guide future development of the plan area. The document sets forth a comprehensive set of strategies, development regulations, design guidelines, and implementation program intended to produce a project consistent with the goals, objectives, and policies of the County of Los Angeles General Plan and the East Los Angeles Community Plan.

This Specific Plan builds on 1978 East Los Angeles Community Plan, assesses new challenges, and outlines what is necessary to succeed over the forthcoming twenty-year planning horizon. Furthermore, this Specific Plan also addresses the limitations of the 1978 plan and the East Los Angeles Community Standards District (CSD) regulations, particularly through a new form-based code in order to ensure a sustainable and livable community, and to enhance and preserve the community's distinctive character, culture, and history.

TRANSPORTATION AND DEVELOPMENT CONTEXT

Residential and commercial growth in East Los Angeles was largely shaped by the use of streetcar lines in the early twentieth century. In 1905, the extension of the Stephenson Avenue streetcar was completed to the eastern Los Angeles city limits. The Stephenson Avenue line, also known as the "R" line, ran east from downtown Los Angeles on 7th Street and connected with what is now Whittier Boulevard at Boyle Avenue (now Soto Street) and terminated at Indiana Street. As development grew eastward in the 1920s, the streetcar followed along to Whittier Boulevard into East Los Angeles. The Indiana Street streetcar shuttle line ran from Whittier Boulevard to 1st Street and connected with other streetcar lines through East Los Angeles and beyond. However, beginning in the 1940s and 1950s

and due to the increasing popularity of automobile travel, all of the streetcar lines were dismantled and some were converted to bus routes. Eventually, the "R" line was discontinued and replaced with a bus service on March 31, 1963.

Beginning in the 1950s, the construction of the interstate highway system displaced many neighborhoods across Los Angeles, including within the Specific Plan area. The Long Beach Freeway (I-710) construction began in 1952, and today the freeway bisects the plan area from north to south, crossing 3rd Street just east of Eastern Avenue. The Pomona Freeway (CA-60) construction started in 1965, and today the freeway crosses the plan area from the east to west, mostly parallel to 3rd Street, but crossing over 3rd Street just west of the Calvary Cemetery. While the freeways improved the movement of motor vehicles, they disrupted the historical street grid system and changed the housing patterns of the community. The freeways had a detrimental effect on the project area due to the demolition of hundreds of existing homes, the displacement of residents and businesses, and the introduction of newer housing into established historic neighborhoods.

In 2009, the restoration of rail service in East Los Angeles began with the operation of Metro's Gold Line extension from downtown Los Angeles. Four new rail stations opened in the plan area, which reconnected the East Los Angeles to the region with fast, safe, and convenient rail service. The four stations located within the plan area are: Indiana, Maravilla, Civic Center, and Atlantic (see Figure INT.B).

The Gold Line investment, combined with transit- and pedestrian-supportive development, presents a significant opportunity to:

- Bring energy, growth, and economic vitality to the community;
- Rebuild a cohesive community and walkable neighborhood; and
- Reconnect the historic community of East Los Angeles.

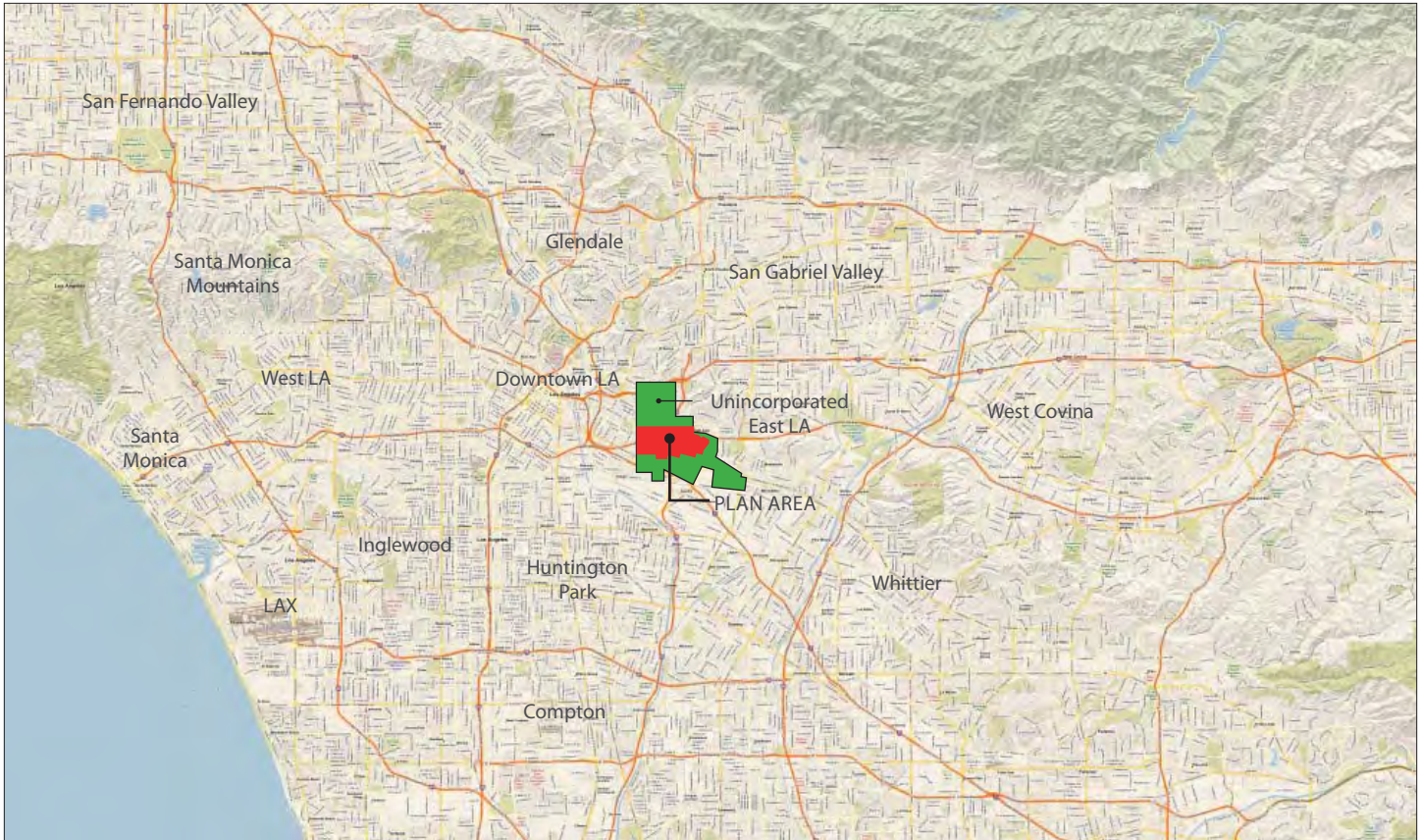


FIGURE INT.A: REGIONAL CONTEXT

DISCOVERY PROCESS AND PUBLIC ENGAGEMENT

The first phase in the preparation of this Specific Plan included the preparation of a Discovery Catalog. This process involved reviewing and evaluating relevant planning documents, including the County of Los Angeles General Plan, East Los Angeles Community Plan, Zoning Ordinance, East Los Angeles Community Standards District regulations. Further interviews were conducted with regulatory agencies, stakeholder groups. Lastly, a physical conditions analysis of plan area was completed and included the following:

- Street network and circulation
- Walkability and pedestrian safety
- Open space and recreation
- Civic uses and historic resources
- Building intensity and compatibility
- Commercial and retail locations and intensities
- Utility infrastructure
- Existing and pending development

The Discovery Catalog of analytical information was shared with County staff and participants. The catalog provided an initial level of understanding of the project area for the strategic planning team participants. It helped to frame the key planning issues throughout the planning process and discovery phase. During the discovery phase, community workshops were conducted with stakeholders and interest groups to familiarize the consultant team with the East Los Angeles context, and to define the set of issues and opportunities that the Specific Plan would address.

The discovery phase and the plan preparation were guided by an ongoing and collaborate public engagement process that included:

- East Los Angeles Planning Advisory Committee (ELAPAC) (8 appointed and 13 elected members of the community) was established to ensure broad community representation and participation. ELAPAC met quarterly from October 2009 to October 2011, with additional meetings in 2010.
- Regional Planning Commission discussion in July 2009 to present a project overview, a summary of the community outreach program, and a summary discussion of the existing conditions in the plan area (Discovery Catalog).
- Walkabout tour of the plan area with key community stakeholders in which participants identified issues, challenges, and opportunities for change. What was learned shaped the design and coding charrettes and ultimately defined the community's vision.
- ELAPAC consultant-led tour of other Gold Line station areas in Los Angeles, Pasadena, and South Pasadena.
- Four Discovery Workshops were held in the neighborhoods: Belvedere Park Social Hall (7/13/2009), City Terrace Park Social Hall (7/14/2009), Ruben Salazar Park Senior Center (7/21/2009), and Saybrook Park Recreation Room (7/25/2009). Each workshop was organized around a consultant team presentation, an extensive question and answer session, with round-table discussions of issues, concerns, and opportunities. Analytical and diagnostic drawings and other documents provided by the consultant team, allowed workshop participants to represent and express their points of view accurately and constructively.
- Participation by stakeholders in two, five-day design and coding charrettes. The first session focused on policy strategies and the second session on design solutions. Community members and County staff participated in site planning and building massing activities, and formed potential development scenarios taking into consideration height and orientation to the street. Participants were asked to identify what amenities they would like to see and where they should be located.
- Big Picture Workshop. Half-day workshop that focused on broad planning issues held at Ruben Salazar Park Senior Center (9/19/09) and City Terrace Park Community Room (9/26/2009).
- Design Solutions Workshop. Half-day workshops that focused on targeted design solutions held at Ruben Salazar Park Senior Center (10/17/09) and City Terrace Park Community Room (10/24/2009).
- County department stakeholder interviews on May 13, 2009 and community stakeholder interview on May 16, 2009.
- Approximately 30 community meetings, business organization discussions, and other events where County staff summarized the draft Specific Plan.
- Twelve month public review period of the May 2013 Draft Specific Plan was made available and published on the project website.
- Public scoping meeting (8/3/2013) held at the East Los Angeles Public Library Community Room to receive community member comments in the preparation of the Environmental Impact Report (EIR).
- Forty-five day public comment period beginning on May 15, 2014 regarding the availability of the Draft Environmental Impact Report and revised final Draft Specific Plan.
- Hearing Examiner public hearing held on June 12, 2014 at the East Los Angeles Public Library Community Room to summarize the Draft Environmental Impact Report and final Draft Specific Plan.
- Regional Planning Commission public hearing held on July 23, 2014 to consider the Draft Environmental Impact Report and the final Draft 3rd Street Specific Plan. (Pending)



Indiana Station



Maravilla Station



Civic Center Station



Atlantic Station

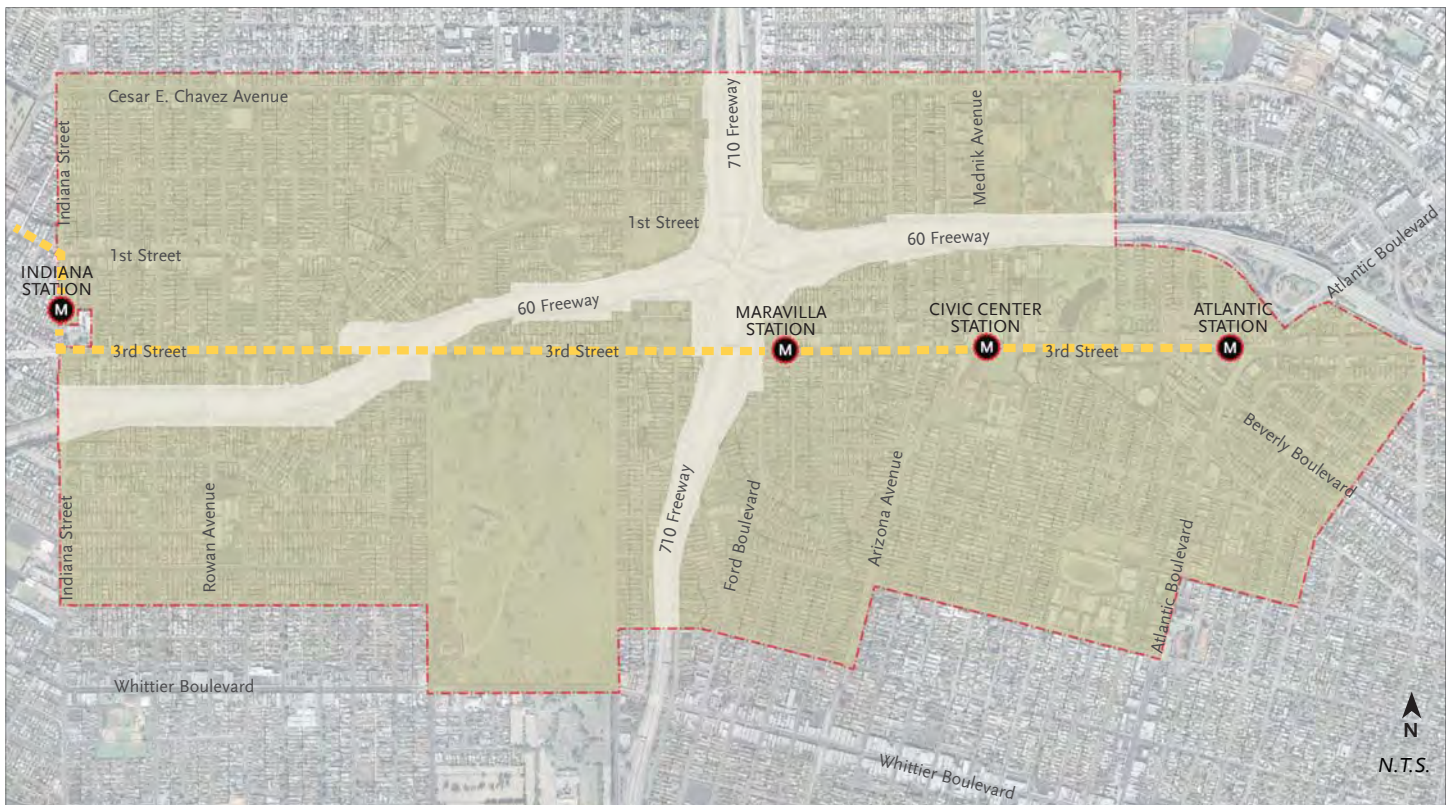







FIGURE INT.B: LOCAL SETTING

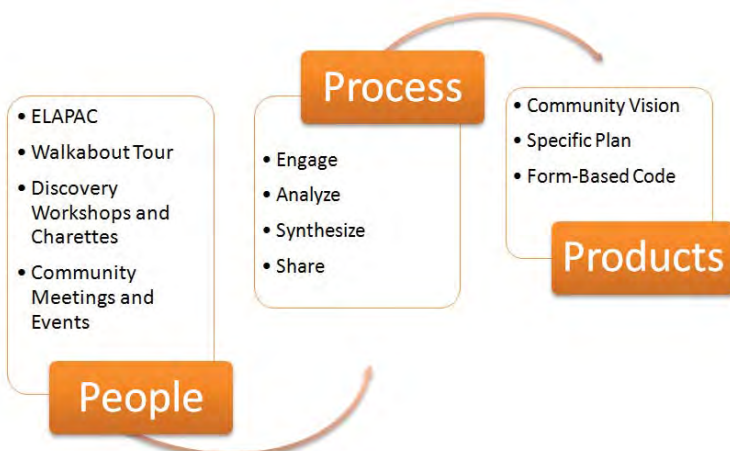
-  Plan Area
-  60 and 710 Freeways
-  Metro Gold Line Route
-  Specific Plan Boundary
-  Metro Gold Line Station

COMMUNITY PLANNING PRINCIPLES

During the Discovery Workshop process, the planning team recorded hundreds of comments and observations from stakeholders. The public engagement efforts and workshops resulted in a compilation of eight community-planning principles listed below. By focusing on these key issue areas, this Specific Plan will address the needs and aspirations of the residential and business community:

1. Community pride and culture
2. Improve development standards and establish a new form-based code
3. Increase jobs and stimulate the local economy
4. Increase quality retail and services
5. Improve and facilitate additional housing
6. Balance mobility and improve access to public transit
7. Enhance pedestrian comfort and safety
8. Improve access to recreational facilities and open space

Community Planning Principles are the basis for the goals and policies in this Specific Plan. The planning principles are key issues identified by residents and stakeholders of East Los Angeles and guided the development of this Specific Plan.



Discovery Workshop: City Terrace Park



Stakeholder Meetings: Civic Center



Discovery Workshop:
Belvedere Park



Discovery Workshop:
Saybrook Park

COMMUNITY PLANNING PRINCIPLES

- 1 Community pride and culture:** East Los Angeles is a community where people live with comfort, pride, and have a strong cultural identity. The history and cultural diversity of the community should be promoted as background for establishing and reinforcing neighborhood character.



The original King Taco



1st Street retail



Murals tell the story of East LA's history and culture

- 2 Improve development standards and establish a new form-based code:** Development standards should be updated to establish the desired physical form and character; require high standards of architecture, good urban design, mixed-uses, appropriate heights, improved signage standards, and ample landscaping.



Craftsman bungalows in Los Angeles, CA from 1915



Shaded sidewalks with shopfront windows



Public and Private space merging to create a pedestrian environment

- 3 Increase jobs and stimulate the local economy:** Maintain a healthy and vital economy, providing a variety of jobs for our residents and a climate in which our businesses can prosper.



Provide residents with transit alternatives for shopping and access to jobs



Support local businesses



Development intensify along 3rd Street

- 4 Increase quality retail and services:** Promote a variety of quality neighborhood-oriented retail, service, and entertainment uses within walking distance of neighborhoods.



Retail businesses of superior quality



Shaded sidewalks with clear visibility of shopfronts



Locally owned businesses

COMMUNITY PLANNING PRINCIPLES

- 5 Improve and facilitate additional housing:** A variety of housing types should be provided which are compatible with existing housing types and neighborhoods within the community. A diverse mix of ownership and rental housing, and market rate, affordable, and workforce housing should be maintained.



Courtyard Housing
(flats, townhouses, and lofts)



Mixed-use building



Housing over stores and offices

- 6 Balance mobility and improve access to transit:** A more connected, urban street grid system should be created, where feasible, with walkable blocks to provide increased mobility for pedestrians, bicyclists, and vehicles.



Diagonal parking, bulbouts, and a tree lined 'main' street



Wide sidewalks in a pedestrian-friendly configuration



Conceptual transformation of Downey Road

- 7 Enhance pedestrian comfort and safety:** Safe, convenient, and attractive pedestrian and bicycle access should be provided throughout the community that enhances neighborhood connectivity to all transit stations, open space, and mixed-use corridors.



Comfortable and safe sidewalks



Transformation of area at left, showing mixed-use pedestrian-oriented environment



Pedestrian-friendly crossing with colored pavers and clearly marked paint

- 8 Improve access to recreational facilities and open space:** Existing green space, natural areas and features should be preserved and enhanced. Facilities should be provided that can be programmed for seasonal activities that serve all age groups, such as jogging paths, evening events, recreation centers, and plazas. More cultural and public art facilities should be introduced and integrated into adjacent uses and neighborhoods.



Parks as destinations



A Square framed and activated by buildings and their activities



Community life on display

VISION AND LAND USE STRATEGY

This section describes the vision, existing conditions, and the Specific Plan strategy for each of the plan areas described below. The vision presented here drove the development of the Specific Plan goals and policies identified in Chapter 1.

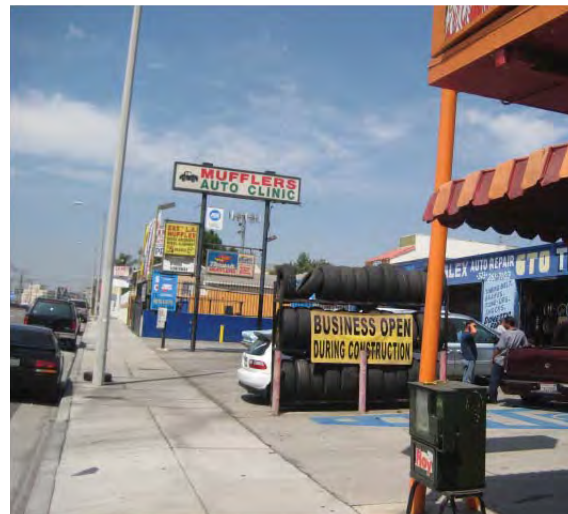
VISION STATEMENT

East Los Angeles is a safe, diverse, and economically vibrant community with a rich cultural history. Our community has prosperous mixed-use corridors, safe and family-friendly residential neighborhoods, and tree-lined streets that serve as distinctive and proud places for our community, and a desirable destination for visitors and commuters.

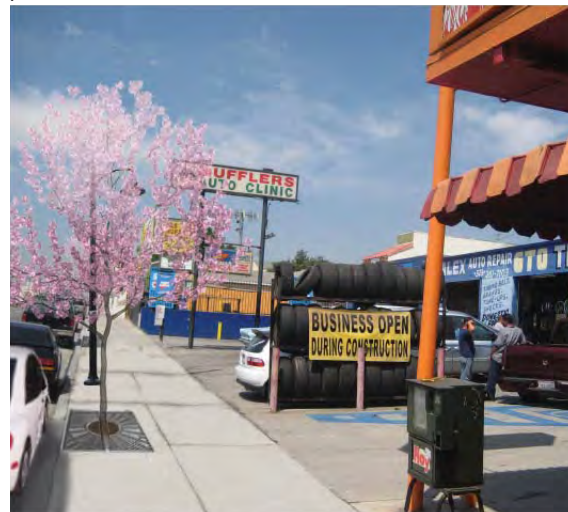
The East Los Angeles 3rd Street Specific Plan will:

- Bring energy, growth, and economic vitality
- Build a cohesive community and walkable neighborhood
- Reconnect the historic community of East Los Angeles

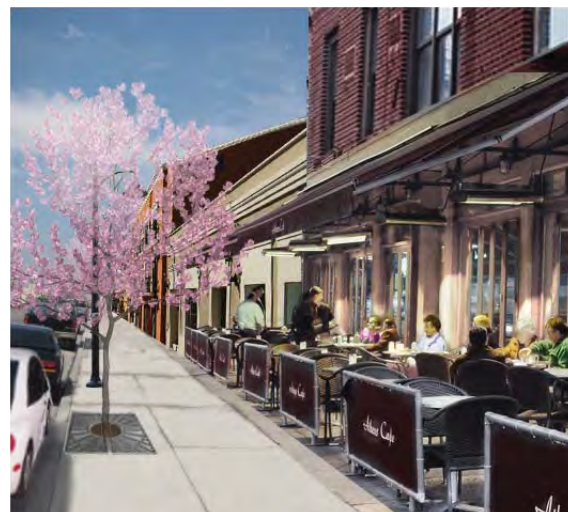
Through a collaborative planning effort and pedestrian supportive development, the Specific Plan area will be a safe, family-friendly, and economically vibrant community that recognizes East Los Angeles' unique identity and character.



Existing Conditions on 3rd Street with lack of shade for pedestrians



Conceptually proposed transformation on 3rd Street with shade trees and restored sidewalk and curb



Conceptually proposed building development on 3rd Street with activated sidewalk and building placement

3RD STREET VISION AND TRANSFORMATION

Major change is expected around the Gold Line stations of Indiana, Maravilla, Civic Center, and Atlantic. Third Street station areas will be encouraged into “transit centers” with vibrant mixed-use buildings containing retail shops, restaurants, or offices that support both the community and will serve as a destination for visitors and commuters. A variety of housing types will be promoted near stations to accommodate residents of different ages, incomes, and household sizes. Plazas, outdoor dining, and public art will help to create attractive, distinctive, and vibrant places. The 3rd Street vision and transformation plan includes the following four transit station areas.

- Indiana Station Area
- 3rd Street between the freeways
- Maravilla and Civic Center Station Areas
- Atlantic Station Area

FIGURE INT.C - PLAN FRAMEWORK


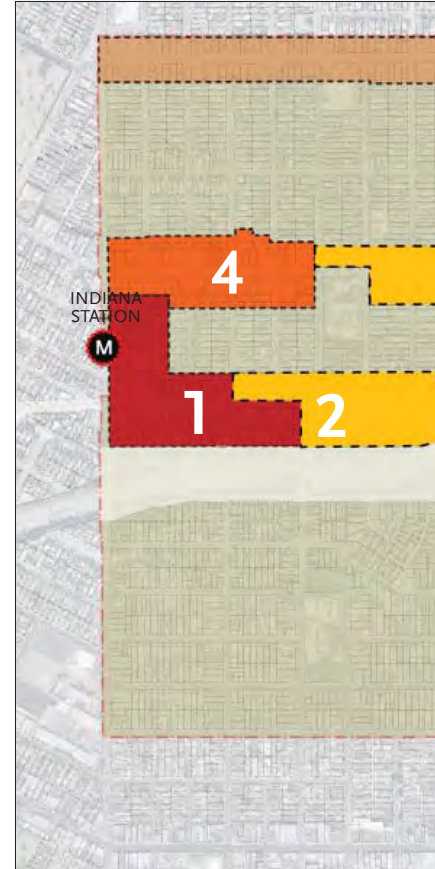
- Specific Plan Boundary
-  Metro Gold Line Station

Figure INT.C identifies the objectives for areas within the Specific Plan area. Accordingly, this figure informs the goals and policies, implementation measures and development regulations that will implement the plan over its 20-year planning horizon. This framework influences the strategy for revitalization in terms of scale and distribution of buildings, uses, transit, services, open space and other amenities throughout each neighborhood, district, and corridor in the plan area. The framework for each of the areas is discussed below:

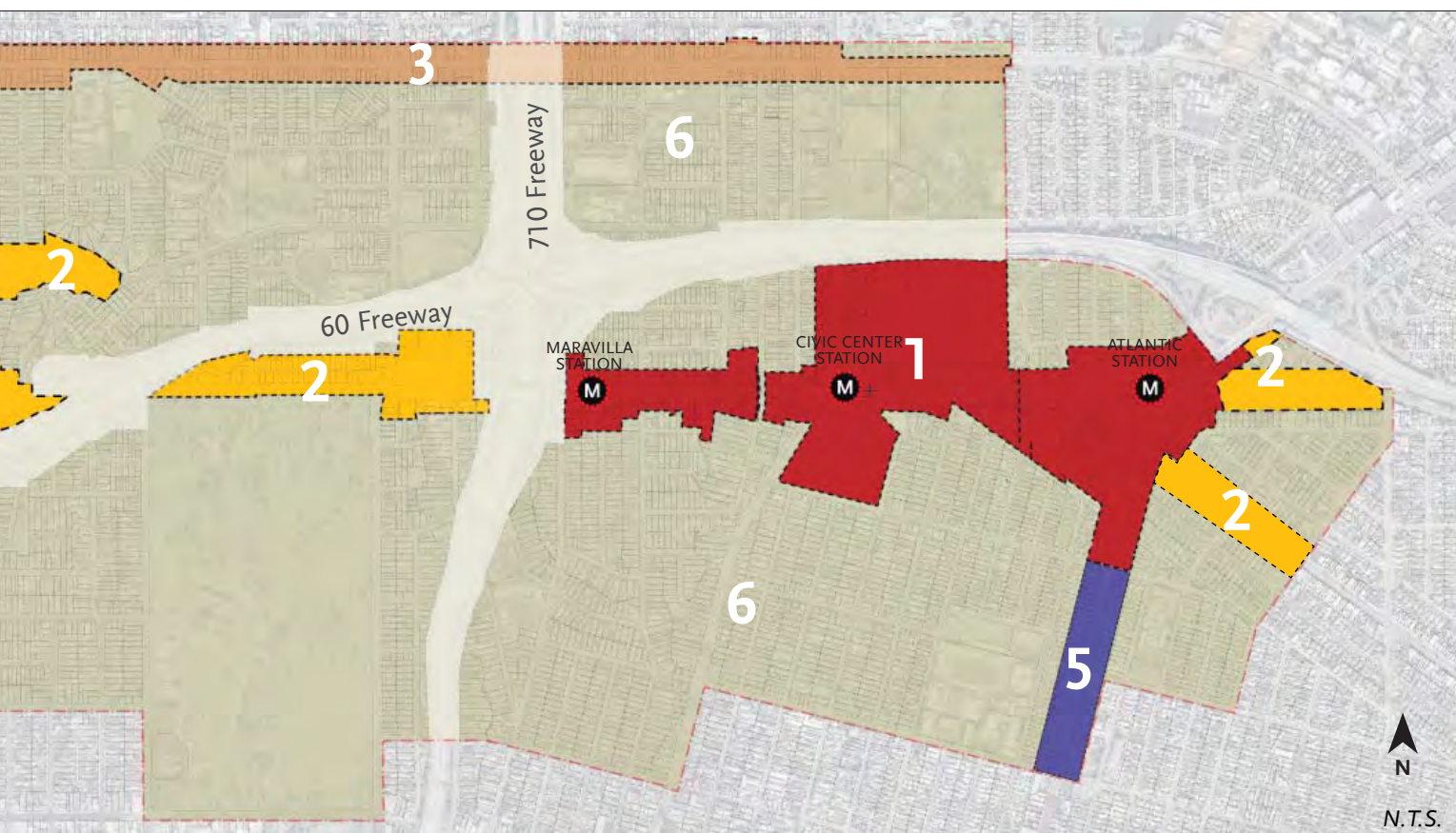


1. TOD

- Establish Indiana Station and Atlantic Station as western and eastern gateways
- Introduce mixed-use buildings that provide a range of goods, services, housing, and employment opportunities
- Provide a context-sensitive parking strategy to maximizing on-street parking, shared parking, and recognize non-motorized travel
- Enhance retail viability, walkability and safety on 3rd Street with an improved streetscape and open space strategy

2. Neighborhood Center

- Maximize shallow parcels with appropriate mixed-use buildings that will provide valuable ground floor retail space or business suites along with upper floor apartments or condominiums
- Establish a safer pedestrian and bicycle network for north-south travel between the neighborhoods in and out of East Los Angeles
- Enable suitably-scaled infill development to reinforce the existing scale and historic resources
- Enable corridor development that is compatible and consistent with the scale and character of adjacent neighborhoods
- Provide varied housing options and resident-oriented service amenities



3. Cesar E. Chavez

- Reinforce the urban character of Cesar E. Chavez Avenue west and east of the 710 freeway
- Introduce mixed-use buildings that provide a range of goods, services, housing, and employment opportunities
- Maximize active, ground floor commercial frontages
- Enable suitably-scaled infill development to reinforce an average two- to three-story scale and historic resources
- Provide a context-sensitive parking strategy to maximize on-street parking, shared parking, and recognize non-motorized travel
- Enhance retail viability, walkability and safety with an improved streetscape

4. 1st Street

- Establish 1st Street as the dominant "Main Street" within the planning area, providing a strong destination for local-serving shops and restaurants, and a safe and pleasant environment for shoppers
- Expand retail and restaurant activity later into the evening
- Enable suitably-scaled infill development to reinforce an average two-story scale and historic resources
- Provide a context-sensitive parking strategy to maximize on-street parking, shared parking, and recognize non-motorized travel
- Enhance retail viability, walkability and safety with an improved streetscape

5. Atlantic

- Establish a unique pattern of development that will reinforce the pedestrian character of this district and create a distinctly urban setting that will appeal to a wide variety of retailers, employers, and shoppers
- Reinforce the commercial fabric of Atlantic Boulevard, providing parking and services in the rear
- Provide alternative high value uses and restore balance between residential and neighborhood-compatible industrial activity
- Maximize active, ground floor commercial frontage
- Enhance retail viability, walkability and safety on Atlantic Boulevard with an improved streetscape

6. Low Medium Residential

- Preserve the scale and character of the existing neighborhood
- Restore balance between residential and neighborhood-compatible industrial activity
- Work with the school district to encourage improvement and increase access to school open space
- Address non-conforming uses and the ability to transition or remain
- Enhance retail viability, walkability and safety with an improved streetscape and open space strategy

Indiana Station Area

Existing Conditions

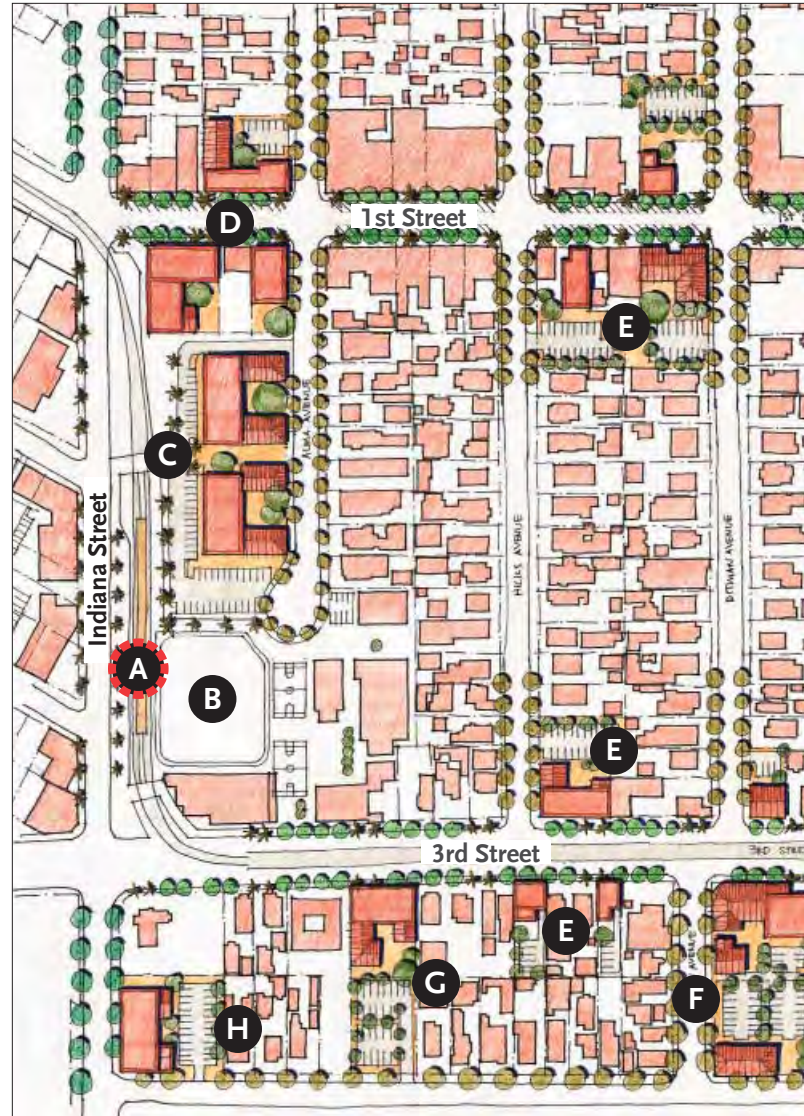
The Indiana station and vicinity are characterized by relatively low-intensity buildings, including single-family homes that are used as both residences and businesses, one-story commercial buildings, one and two-story mixed-use buildings at 1st Street and Indiana Street, Ramona High School, and a 43-space surface commuter parking lot operated by Metro. Immediately across from the Indiana Station are residential lots with generally one-story structures and is virtually void of landscaping.

Vision

The Indiana Station (Figure Int.D) is an important gateway to East Los Angeles and is reinforced through the introduction of mixed-use, transit-oriented and pedestrian-supportive development along 1st Street, Indiana Street, and Alma Avenue. The Indiana Station will have a strong visual identity and functional cohesion. Parking lots will be located behind or beneath buildings and, when visible from the public realm, will be designed as plazas with the pedestrian in mind (with unit pavers and shade trees), rather than paved land simply to store vehicles. Despite the close proximity to vehicular movement, open spaces and plazas in the station vicinity will be developed and designed as comfortable, vibrant places for people to congregate and enjoy.

Specific Plan Strategy

The Specific Plan accommodates urban, mixed-use building types along 1st Street and Indiana Street to reinforce the “Main Street” character. Over time, the parcels between Indiana Street and Alma Avenue, just to the east of the station, will be intensified with transit-oriented buildings that accommodate multi-family housing (facing Alma Avenue), ground floor retail or live-work units (facing the station), and parking for Gold Line commuters. The massing and scale of buildings that face Alma Avenue will be residential in character, while the portion facing the station will be more commercial in character. Mixed use building of up to three stories in height will provide a variety of quality housing, commercial, and employment opportunities. Larger block buildings exhibit courtyard setbacks for outdoor dining, landscaping, or other amenities. Parking is located



This diagram is illustrative and shows one of many possible ways of developing this particular area of the Plan. Ultimately, the actual configuration of new blocks and streets, the location and design of buildings and the uses within, will be guided by the Specific Plan and corresponding development standards adopted to implement the Plan and executed by individual entrepreneurs and their architects.



FIGURE INT.D - INDIANA STATION AREA VISION

- A** Existing Gold Line Indiana Station
- B** Existing Ramona High School
- C** Example of multi-story high density infill at Indiana Station
- D** Example of mixed-use buildings fronting 1st Street
- E** Example of mixed-use/office infill
- F** Example of mixed-use infill with parking in rear
- G** Example of multi-story mixed-use infill
- H** Example of mixed-use mixed-use fronting Indiana Street

behind buildings or in subterranean garages, and is not visible to the public realm. To provide more open space, a joint-use agreement between the Ramona High School and the County would be enacted to enable local residents to utilize recreational fields after school, during weekends and summer months.

Transforming the Indiana Station area will:

- Establish a community gateway.
- Create a “transit center” destination that evokes a unique sense of place, celebrates local diversity and attracts private investment.
- Increase the variety and quality of housing choices.
- Improve landscaping, streetscapes, and frontages within the public realm
- Improve access and safety for walking and bicycling
- Enhance transit connections
- Increase open space, public plazas, public art, and improve the public realm

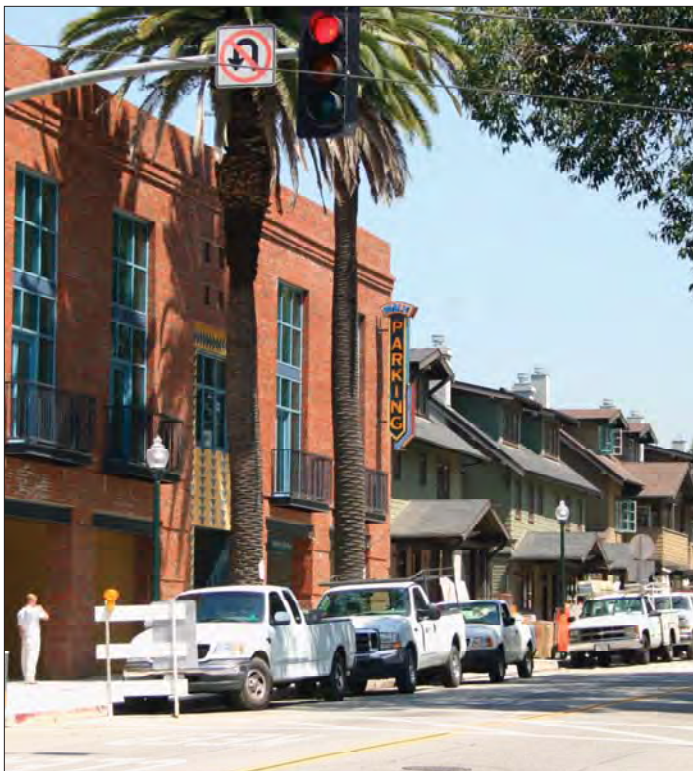


Conceptual illustration of mixed-use building over parking at the Gold Line Indiana Station

CONCEPTUAL EXAMPLES OF INDIANA STATION AREA VISION



The Gold Line passes a mixed-use, pedestrian-friendly neighborhood center



Small retail shops and residences face the street and hide parking



A busy plaza accommodates pedestrians and the light rail train



A plaza provides comfortable places to sit

3rd Street between the Freeways

Existing Conditions

This segment of 3rd Street is generally isolated from the adjacent neighborhoods by SR-60 to the north and east, I-710 to the east, and Calvary Cemetery to the south. It is connected to the neighborhoods to the north by Sunol Drive, Eastern Avenue, and a pedestrian bridge at Marianna Avenue, and to the south via Downey Road and Eastern Avenue. This segment of 3rd Street lacks a consistent streetscape, contains vacant parcels and underutilized buildings, and has narrow sidewalks located immediately adjacent to the vehicular pavement. Both residential and commercial buildings are present. There are also two freeway overpasses with limited nighttime lighting, which presents in an unwelcoming pedestrian passageway.

Vision

This portion of 3rd Street Figure INT.E will be transformed with streetscape improvements, including a walking and jogging path that circumnavigates Calvary Cemetery. Along 3rd Street, safer sidewalks and attractive landscaping create a more inviting and welcoming walking environment, especially for people attending churches, visiting Calvary Cemetery, or using the proposed walking trail around the cemetery's outer perimeter. The walking experience under the freeway overpasses will be improved. Downey Road will be more pedestrian- and bike-friendly, creating better north and south community connections.

Specific Plan Strategy

The Specific Plan will accommodate mixed use buildings in this segment of 3rd Street. Downey Road will become more pedestrian-friendly and bicycle-friendly with the cemetery jogging path and bicycle lanes, creating more inviting connections to the north and south. On 3rd Street and underneath freeway overpasses, safer sidewalks and a new attractive streetscape will be introduced on both sides of the street, generating a more inviting experience.



Transforming this segment of 3rd Street will:

- Enhance the segment as a walkable link between Indiana Station and Maravilla Station, as well as to neighborhoods to the north and south
- Provide opportunities for public art installations underneath freeway overpasses
- Increase the variety and quality of housing choices
- Improve landscaping, streetscapes, and frontages within the public realm
- Improve access and safety for walking and bicycling
- Enhance transit connections
- Increase open space, public plazas, public art, and improve the public realm



FIGURE INT.E - ILLUSTRATIVE PLAN - 3RD STREET BETWEEN THE FREEWAYS AREA VISION

- A** Example of courtyard housing infill
- B** Example of office infill

This diagram is illustrative and shows one of many possible ways of developing this particular area of the Plan. Ultimately, the actual configuration of new blocks and streets, the location and design of buildings and the uses within, will be guided by the Specific Plan and corresponding development standards adopted to implement the Plan and executed by individual entrepreneurs and their architects.

Maravilla Station and Civic Center Station Areas

Existing Conditions

Near Maravilla station is the iconic original Taco King restaurant, as well as older residential structures of generally one-story with minimal setbacks from the street. There are some street trees present. In the vicinity, are underutilized parcels, including parking lots, vacant properties, and undercapitalized commercial buildings. Near the Civic Center station is Garfield High School with a sports field and associated recreation facilities on the south side. To the north of the station are Belvedere Park, the Edward R. Roybal comprehensive health center, and the County civic center facility with a field office, library, sheriff, and county courthouse. Surrounding areas incorporate a wide range of streetscaping, from trees to shrubs. This section of 3rd Street exhibits a stronger sense of identity and definition than the other station areas with an artistic mural, geometric building painting, and the station itself combining to create a bright, accessible environment.

Vision

The Maravilla and Civic Center station area (Figure INT.F) will be transformed through the gradual infill and redevelopment of underutilized parcels into a vibrant, urban, mixed-use environment. It will serve as a distinctive, prideful place for residents and a destination for visitors and employees, and a focal point for community gathering and civic activities. The areas around the stations will provide a variety of quality housing and commercial opportunities, with an expanded employment market.

Specific Plan Strategy

Mixed-use buildings, housing, and commercial buildings will be introduced on 3rd Street's various underutilized sites, particularly on the vacant parcels that exist on both the north and south sides of this segment and in undercapitalized commercial buildings. Larger block buildings provide courtyard setbacks for outdoor dining, landscaping, or other amenities. New buildings, up to three stories in height, will face the street with appropriate frontages and parking is located on the rear of the lot or hidden from the public realm views.



This diagram is illustrative and shows one of many possible ways of developing this particular area of the Plan. Ultimately, the actual configuration of new blocks and streets, the location and design of buildings and the uses within, will be guided by the Specific Plan and corresponding development standards adopted to implement the Plan and executed by individual entrepreneurs and their architects.

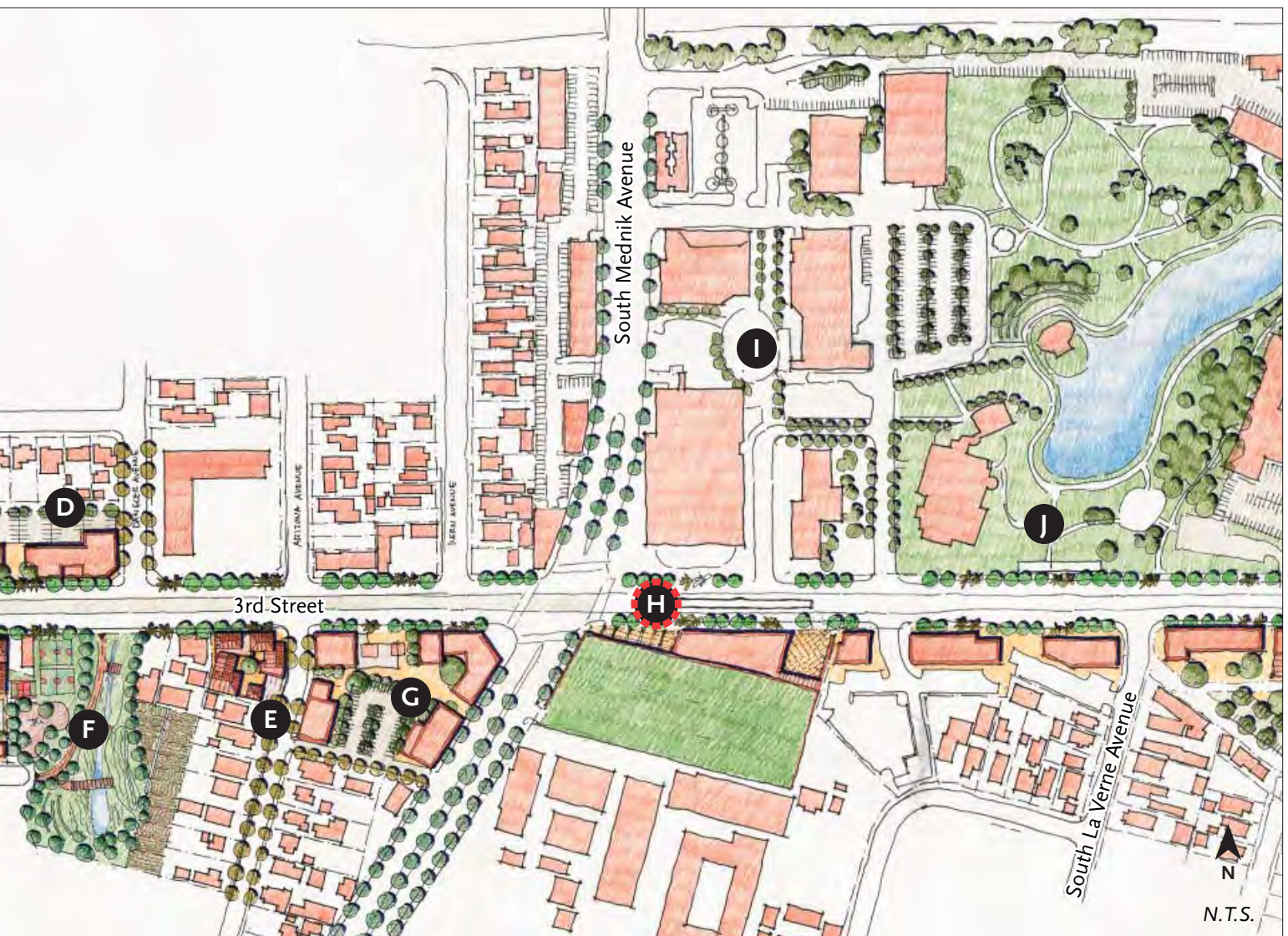


FIGURE INT.F - MARAVILLA AND CIVIC CENTER STATION AREA VISION

- | | |
|---|---|
| A Gold Line Maravilla Station platform | G Example of large mixed-use infill with shared surface parking |
| B Example of mixed-use lined public parking garage | H Gold Line Civic Center Station platform |
| C Example of public plaza and mixed-use infill | I Existing East Los Angeles Civic Center, including the Public Library |
| D Example of office infill with parking in rear | J Existing Civic Center Park |
| E Example of courtyard housing | |
| F Example of park | |

Transforming the Maravilla and Civic Center Station areas will:

- Create a “transit center” destination that evokes a unique sense of place, celebrates local diversity, and attracts private investment
- Strengthen the Civic Center area as a major employment center and community gathering place
- Increase the variety and quality of housing choices
- Improve landscaping, streetscapes, and frontages within the public realm
- Improve access and safety for walking and bicycling
- Enhance transit connections
- Increase open space, public plazas, public art, and improve the public realm



Conceptual Illustration of a Parking garage with liner at Maravilla Station

CONCEPTUAL EXAMPLES OF MARAVILLA AND CIVIC CENTER STATION AREA VISION



A large plaza surrounded by restaurants accommodates civic events



A parking garage with retail uses lining the ground floor



A pedestrian-oriented light rail station



Lined garage with shop fronts and street access to parking

Atlantic Station Area

Existing Conditions

This station is located between South Woods Avenue and South Atlantic Boulevard where 3rd Street turns into Pomona Boulevard. Immediate surrounding properties include Kaiser Permanente to the north and commercial uses to the south. A majority of the surrounding area around the station is used for surface parking lots. There is a wide range of streetscaping, from tall palm trees to flowering trees and shrubs.

Vision

Similar to the other station areas along 3rd Street (Figure INT.G), the Atlantic Station area will be transformed into a mixed-use, pedestrian friendly transit-oriented environment through the gradual infill of its underutilized parcels. Parcels currently occupied by one-story commercial buildings and parking lots will be redeveloped at a higher intensity. Large parcels will accommodate larger footprint buildings. Pedestrian passage ways and smaller plazas will connect parking areas to the street and provide convenient circulation for shoppers, increase the visibility of shops to motorists, and provide buildings that are in scale and character of the corridor.

Specific Plan Strategy

The Specific Plan will accommodate a variety of building types. More intense buildings will introduced near the station (taller mixed-use buildings with retail ground floors); less intense types are located near residential neighborhoods (lower height court buildings and row houses). This will provide a suitable transition between the higher intensity station-area development and the adjacent residential areas. Mixed-use building up to three stories in height will provide a variety of quality housing, commercial, and employment opportunities. Larger block buildings provide courtyard setbacks for outdoor dining, landscaping, or other amenities. Parking is located behind buildings or in subterranean garages, and is not visible to the public realm.



This diagram is illustrative and shows one of many possible ways of developing this particular area of the Plan. Ultimately, the actual configuration of new blocks and streets, the location and design of buildings and the uses within, will be guided by the Specific Plan and corresponding development standards adopted to implement the Plan and executed by individual entrepreneurs and their architects.



FIGURE INT.G - ILLUSTRATIVE PLAN - ATLANTIC STATION AREA VISION

- | | |
|--|---|
| A Gold Line Civic Center Station platform | F New MTA-funded Park-Once garage |
| B Opportunity site for mixed-use infill | G Mixed-use infill fronting 3rd, Atlantic, and Beverly, over subterranean garage |
| C Mixed-use infill and new street alignment with shared surface parking | H Rowhouses and/or live-work fronting a proposed park |
| D Gold Line Atlantic Station platform | I Two-story mixed-use infill with parking in rear |
| E Courtyard housing infill opportunity site | |

Transforming the Atlantic Station area will:

- Establish a community gateway
- Create a “transit center” destination that evokes a unique sense of place, celebrates local diversity and attracts private investment
- Increase the variety and quality of housing choices.
- Improve landscaping, streetscapes, and frontages within the public realm
- Improve access and safety for walking and bicycling
- Enhance transit connections
- Increase open space, public plazas, public art, and improve the public realm



Conceptual three-story mixed-use buildings and a public plaza front 3rd Street and Atlantic Station

CONCEPTUAL EXAMPLES OF ATLANTIC STATION AREA VISION



Mixed-use building with ground floor retail and upper floor office uses



A pedestrian passage provides access from street to center of block



Mixed-use buildings flanking a light rail station



Mixed use buildings with housing and/or offices above retail



Two-story mixed-use buildings front Atlantic Boulevard and 3rd Street

CORRIDORS VISION AND TRANSFORMATION

Moderate change is expected along 1st Street, Cesar E. Chavez Avenue, and Atlantic and Beverly Boulevards. These corridors will facilitate complimentary mixed-use buildings with neighborhood-supporting retail, restaurants, and offices, including a range of housing types for a diverse population. Compatible infill will complement and be compatible with adjoining residential neighborhoods. The vision for the following corridors is discussed below:

- Atlantic Boulevard
- 1st Street “Main Street”
- Cesar E. Chavez Avenue West
- Cesar E. Chavez Avenue East

Atlantic Boulevard

Existing Conditions

Atlantic Boulevard is currently the least pedestrian-oriented section of the project area and has experienced declining private investment. The area is characterized with more auto-oriented businesses and a concentration of under-capitalized commercial properties. In the

Pomona Boulevard segment, there are a number of notable mid-century commercial buildings, including the Pep Boys auto parts store.

Vision

As a major thoroughfare from Pasadena to the Pacific Ocean and the Port of Long Beach, Atlantic Boulevard is and will likely remain primarily oriented for the automobile. However, as Atlantic Boulevard traverses the Atlantic Station area, it should be framed by a mixture of one, two, and three-story buildings. Parking lots will be located behind and beside buildings, rather than front the street. This pattern of development will reinforce the pedestrian character of this station area and create a distinctly urban setting that will appeal to a wide variety of retailers, employers, and shoppers.

Specific Plan Strategy

The Plan will accommodate attractive new buildings, located at the front of the lot, to define the edge of the street and create an attractive and comfortable place to walk. Parking will be located at the side or at the rear of the building, screened from the view of the street by hedges and/or low walls. In order to improve the urban character of the corridor and provide more valuable building frontage for retailers, the width of side yard parking lots will be minimized, so that buildings are



Commercial buildings front Atlantic Boulevard and provide parking and services in the rear

spaced as close to one other as practical. Primary and secondary vehicular access will be provided from the alley, dispersing departing vehicles onto the side streets which have lower traffic volumes and speeds than Atlantic Boulevard.

Transforming South Atlantic Avenue will:

- Improve the streetscape and landscaping with the placement of new buildings closer to the sidewalk
- Strengthen the commercial fabric of Atlantic Boulevard without disrupting the pedestrian network
- Reinforce multi-modal connections between along Atlantic Boulevard and the Atlantic Station

CONCEPTUAL EXAMPLES OF ATLANTIC BOULEVARD VISION



One-story buildings adjacent to sidewalk with parking in between and screened from view



A wide street is mitigated by multi-story buildings built to the sidewalk with large canopy trees for shade and traffic calming



Proposed massing of Atlantic Boulevard increases building frontages while reducing parking on the front of lots

1st Street “Main Street”

1st Street will accommodate local-serving shops and restaurants, and provide a safe and pleasant environment for shoppers. The corridor will be developed with local-serving retail buildings with shop fronts along the sidewalks, sales areas immediately behind the shop fronts, and storage areas at the rear.

Existing Conditions

The 1st Street corridor accommodates local-serving retail shops, restaurants, and services along between Indiana Street to Rowan Avenue. The corridor is primarily developed with buildings with shop fronts along the sidewalks, sales areas immediately behind the shop fronts, and storage areas at the rear of the building. There is some strip-mall-style development which disrupts the historic building line and creates an inconsistent urban fabric. Most commercial buildings are located along sidewalk edges with no on-site parking. When present, parking areas lack landscaping or are minimally landscaped. On-street parallel parking is available in this segment of 1st Street.

Vision

1st Street’s “Main Street” role is reinforced and enhanced through preservation of historic structures, modest increases in allowed commercial and residential intensities, and streetscape improvements.

Specific Plan Strategy

The Specific Plan will accommodate new infill buildings that reinforce the historic shop-front pattern. Parking will be accommodated at the rear of the lot in open parking lots or in structured parking lined by upper floor uses. In either case, parking will be hidden behind 1st Street-facing shops.



Conceptual two- and three-story buildings

Transforming 1st Street will achieve:

- Continuous retail and restaurant ground floor provides neighborhood-serving uses within walking distance of surrounding residential neighborhoods.
- Sensitive infill, repair, and restoration reinforce community character
- Improved streetscapes and frontages

CONCEPTUAL EXAMPLES OF 1ST STREET VISION



Three-story mixed-use buildings



Diagonal on-street parking placed directly in front of retail stores, offices, and residences



Conceptual massing of 1st Street with two- and three-stories of housing over retail and office uses, with parking placed in the rear

Cesar E. Chavez Avenue West (West of I-710)**Existing Conditions**

This segment is developed commercial buildings that exhibit a historical development pattern, strip-mall style buildings, and intermittent single-family and multi-family residential housing units. This creates an inconsistent visual fabric which lacks definition and cohesion. Generally, the building heights are one story with no setback from the street, except at the residential locations. Parking is in front of and behind buildings. This development pattern is still present along much of its length. Parcels along this segment of Cesar E. Chavez Avenue are relatively deep and are, west of Rowan Avenue, served by alleys. This offers the opportunity for mixed-use infill development on a larger scale than is practical along 1st Street or along Cesar E. Chavez, east of the Long Beach Freeway.

Vision

Cesar E. Chavez West will be revitalized with sensitive infill that reinforces the historic urban character of this corridor. The scale of building massing will be similar to the scale of the existing historic buildings in this corridor. Larger buildings will be designed to minimize bulk, with upper floors set back from lower floors. Parking will be located behind the building and accessed

from the alley, when present. Sidewalks will be lively with storefronts, sidewalk dining, street trees, lighting, and street furniture.

Specific Plan Strategy

The Plan will accommodate commercial and mixed-use buildings that are placed at or near the right-of-way, and are accessed directly from the sidewalk. The scale of the individual building masses will be similar to the scale of the existing historic masses along the street, with large buildings being broken down into smaller building volumes. Parking will be located behind the building and accessed from the alley, when present. Sidewalks will be enlivened with storefronts, sidewalk dining, new streets trees, lighting, and street furniture.



Two- and three-story infill buildings fronting Cesar E. Chavez Avenue west, with housing and/or office uses above retail.

Transforming Cesar E. Chavez Avenue West area will:

- Create a destination that evokes a unique sense of place, celebrates local diversity and attracts private investment. Foster economic development with vibrant commercial and retail uses.
- Stabilize and enhance the corridor and adjacent neighborhoods.
- Increase variety of housing choices in the vicinity.
- Improve landscaping, streetscapes and frontages, and the public realm.

CONCEPTUAL EXAMPLES OF CESAR E. CHAVEZ WEST VISION



Mixed-use buildings with storefronts and shade trees



Active storefronts, wide sidewalks, landscape, and on-street parking



Proposed massing of two- and three-story buildings fronting Cesar E. Chavez

Cesar E. Chavez Avenue East (East of I-710)

Existing Conditions

The eastern section of Cesar E. Chavez consists of a more historical development pattern, where commercial buildings are situated closer to the street and parking is located in the rear. This corridor exhibits a more-defined aesthetic style as new development is being established. Streetscaping is incorporated with a wide variety of trees, shrubs, and flowers, which adds interest to the street as well as helps to break up the hardscape. A number of shallow lots in the easterly portion of Cesar Chavez are not served by alleys and pedestrians experience a longer walking distance from the Gold Line station.

Vision

Like Cesar E. Chavez West, the historic and walkable neighborhood character of Cesar E. Chavez East will be preserved and enhanced. New buildings will be urban in character, designed with site planning and massing that fits into the existing East Los Angeles context. Typical infill building types include the courtyard building, comprised primarily of housing units with small retail or live-work spaces fronting Cesar E. Chavez Avenue. One-story commercial buildings and two-story mixed-use buildings provide appropriate infill opportunities.

Parking will be located beneath the residential units, located in the rear of the lot, or otherwise screened and obscured from view. Short-term customer and visitor parking will be located on the street.

Specific Plan Strategy

The Specific Plan will accommodate new buildings that are built up to the street right-of-way, rather than being located behind street-facing parking lots. Typical infill building types will include courtyard buildings comprised primarily of housing units with small retail or live-work spaced fronting Cesar E. Chavez Avenue; simple one-story commercial buildings; and two-story mixed-use buildings. Parking will be located beneath the residences and/or on the rear of the lot with customer and visitor parking located on the street.



Two-story mixed-use infill building fronting Cesar E. Chavez Avenue east with housing and/or office above retail

Transforming the Cesar E. Chavez Avenue East area will:

- Stabilize and enhance the corridor and adjacent neighborhoods.
- Reinforce the historic character through sensitive infill development.
- Increase the variety and quality of housing choices.
- Improve landscaping, streetscapes, and frontages within the public realm
- Improve access and safety for walking and bicycling
- Enhance transit connections
- Increase open space, public plazas, public art, and improve the public realm

CONCEPTUAL EXAMPLES OF CESAR E. CHAVEZ EAST VISION



Two-story mixed-use building with offices or housing above



Appropriately-scaled one-story retail



Proposed massing of one- and two-story mixed-use buildings

MAINTAIN THE RESIDENTIAL CORE

Low- to medium-density residential is distributed throughout the residential core of the plan area. Restricting mixed-use and multi-family redevelopment to parcels located along the corridors will preserve the historic character of the community's residential core. Redevelopment of the corridors will be compatible with single-family residences and reflect the lower building heights within the residential core.

Existing Conditions

The residential core of the plan area primarily consists of housing constructed from the 1910s to the 1950s. The housing stock is mainly single-family and two-family residences with some multi-family apartment buildings. Building heights generally range from one to two stories. Architectural styles range from 1920s Revival styles including Spanish, Tudor and Storybook; in addition to Craftsman, and pre- and postwar 1930s-50s minimal traditional housing. The historical integrity of much of the housing stock is compromised due to the addition of non-original stucco, vinyl or other siding, and replacement of original windows and doors. A number of originally-constructed single-family houses have been subdivided and are currently multi-family, and some deep-set parcels have two units on a single lot. Interspersed within in the residential core are churches, neighborhood markets, and schools.

Vision

The residential core will be maintained and preserved. The scale and building massing of new construction will be similar to the existing historic character of one to two story residences. Parking will be located within garages and accessed from the alley, when present. Landscaped yards, front porches, and tree-lined streets contribute to a safe and family-friendly neighborhood.

Specific Plan

The Plan will maintain existing land uses and densities in order to preserve the low- to medium-density character of the residential core. The building types allowed will be consistent with single-family and two-family residences, front porches, and landscaped yards. Existing maximum building heights will be maintained in both the residential core and the mixed-use corridors to further preserve the character. Chapter 2, Public Realm, provides a proposed street tree plan to improve shade and comfort, and identifies opportunities for additional open space. Chapter 3, Mobility, provides guidelines for streetscape improvements and identifies

conceptual road diet opportunities. Chapter 4, Historic Preservation, provides objectives for protecting and preserving historic buildings.



Example of existing pre-war housing



Example of existing post-war housing



Example of Tree lined residential street

Chapter 1 GOALS AND POLICIES



GOALS AND POLICIES

This section describes Specific Plan goal and policies which are the outcome of the community planning principles and community vision. By collaborating with the residential and business community and government agencies, the goals and policies included in this section will be implemented to achieve the desired development and long-term vision for the community.

Goals identify the physical, economic, and social outcomes that the community wishes to achieve.

Policies establish a basic course of action for decision-makers to follow that will accomplish the community's desired goals.

The Specific Plan's six major goals are derived from comments received during public outreach, charettes, and workshops. For each goal, the applicable community planning principles are identified. The goals and policies are intended to preserve the community's unique sense of place, while building upon and improving the area's economic base to attract businesses.

Major Goals

1. Enhance and preserve East Los Angeles' distinctive community character
2. Economic vitality and jobs
3. Provide a range of housing
4. Activate the public realm
5. Improve mobility and transportation choices
6. A sustainable community

Goal 1. Enhance and preserve East Los Angeles' distinctive community character

Preserve the community's unique sense of place by requiring high standards of architecture, good urban design, and ample landscaping in order that new development complements historic architecture and the cultural richness of our community.

Community Planning Principles Supported:

- Community pride and culture
- Improve development standards and establish a new form-based code
- Increase jobs and stimulate the local economy

Policy 1a. Enhance, preserve, and celebrate East Los Angeles' historic and cultural resources.

Policy 1b. New development and redevelopment shall be consistent with the intent of this Specific Plan and the Development Code.

Policy 1c. Provide a mix of land uses along the corridors of 3rd Street, 1st Street, Atlantic Boulevard, Beverly Boulevard, and Cesar E. Chavez Avenue. Buildings should accommodate retail businesses, services, or restaurants, and other similar active uses on the ground floor. Buildings contain a vertical, horizontal or combination of residential and non-residential uses.

Policy 1d. Preserve the density of the residential neighborhoods.

Policy 1e. Require private development and public improvements to facilitate coherent, compatible, attractive, and well-designed mixed-use corridors and neighborhoods in the Specific Plan area.

Policy 1f. Require new signs to be high quality, appropriately scaled for the building type, and pedestrian-oriented as required by the Development Code.

Policy 1g. Encourage the integration of public art in private and public development.

Goal 2. Economic vitality and jobs

Establish the Specific Plan area as a preferred place to work, live, play, and visit. Ensure the future economic stability of East Los Angeles by providing an active labor force, successful retailing, and high value employment

opportunities.

Community Planning Principles Supported:

- Improve development standards and establish a new form-based code
- Increase jobs and stimulate the local economy
- Increase quality retail and services

Policy 2a. Activate the Specific Plan area by fostering a complementary variety of commercial, residential, and institutional uses.

Policy 2b. Stimulate and diversify the Specific Plan area's economic base and create high value employment opportunities.

Policy 2c. Partner with the business community, property owners, and residents to share responsibility for implementing this Specific Plan and achieving its goals.

Policy 2d. Encourage a complementary mix of national brand and local merchant businesses.

Policy 2e. Efficiently manage the supply and demand for parking to accommodate customer, commuter, and resident parking requirements.

Goal 3. Provide a range of housing

Provide quality housing for a diverse range of income levels. Encourage compatible infill development that preserves the historic character of existing residential neighborhoods while promoting redevelopment.

Community Planning Principles Supported

- Improve development standards and establish a new form-based code
- Improve and facilitate additional housing
- Balance mobility and improve access to public transit

Policy 3a. Facilitate the development of a mixture of housing types that meet the diverse needs of the community.

Policy 3b. Expand housing opportunities by redeveloping underutilized and vacant parcels.

Policy 3c. Enhance the historic and cultural character of the community by ensuring that new development and renovations display high standards of architecture,

urban design and landscaping.

Policy 3d. Focus higher density housing near transit stations in mixed-use buildings and maintain existing densities in the residential neighborhoods.

Goal 4. Activate the public realm

Maintain and enhance public places such as streetscapes, parks, plazas, recreational places, and open spaces. Encourage development that activates the public realm and enhances the pedestrian experience.

Community Planning Principles Supported

- Improve development standards and establish a new form-based code
- Enhance pedestrian comfort and safety
- Improve access to recreational facilities and open space

Policy 4a. Enhance the public realm through careful placement and design of street trees, bicycle lanes, and road diets.

Policy 4b. Establish and maintain enhanced, interconnected green streets with street trees.

Policy 4c. Establish attractive community gateways, including at Indiana and 3rd Streets, and at Atlantic Boulevard and 3rd Street.

Policy 4d. Encourage outdoor dining and seating areas and other pedestrian-friendly uses in mixed-use buildings.

Policy 4e. Improve access to recreational amenities and encourage the shared use of existing public facilities.

Goal 5. Improve mobility and transportation choices

Promote a convenient and integrated transportation system that efficiently and effectively serves the community to make East Los Angeles a place where people choose to walk, bike, or ride public transit, rather than drive a car.

Community Planning Principles Supported

- Balance mobility and improve access to public transit

- Enhance pedestrian comfort and safety

Policy 5a. Provide access to and within East Los Angeles through a range of transportation options, emphasizing walking, bikes, rail, and buses.

Policy 5b. While promoting alternative transportation modes, maintain adequate vehicle movement for commercial use and public safety.

Goal 6. A sustainable community

Ensure public health, safety and welfare by providing and maintaining sustainable facilities to ensure a balance between development and the environment. Continue to make certain that public services and facilities adequately support new development.

Community Planning Principles Supported

- Community pride and culture
- Enhance pedestrian comfort and safety
- Improve access to recreational facilities and open space

Policy 6a. Improve and maintain the community tree canopy, open spaces, landscaping, and green streets.

Policy 6b. Require new development to employ best anagement practices to improve the quality of urban storm water runoff and groundwater recharge.

Policy 6c. Provide adequate public facilities and services to serve new development and maintain current services.

Chapter 2 PUBLIC REALM



This chapter identifies existing conditions and recommendations for change in the public realm, including green streets, street tree plan, and park and open space opportunities. The plan recommendations in this chapter are conceptual. When the County considers such improvements, these recommendations will be further evaluated and supplemented on a case-by-case basis. Through the ongoing implementation of the Specific Plan, the County will continue to evaluate these elements in the plan area, thereby providing an engaging public realm to attract visitors, residents and businesses

SUMMARY OF EXISTING CONDITIONS

Parks and Open Space

- Three parks exist in the plan area: Belvedere Park (north), Belvedere Park (south) and Obregon Park. Salazar Park and Atlantic Boulevard Park are located just outside the boundaries of the project area.
- Historically, Belvedere Park was one park, but was divided when the freeway system was constructed through East Los Angeles in the 1960s.
- There is a shortage of park space of all types within the project boundaries.
- Existing park spaces covers 50.1 acres of land.
- Many residential lots are covered with multiple structures which have eliminated private open space.
- A major concern of residents is lack of park space and difficulty accessing existing parks.
- Belvedere Park is classified as a Community Regional Park and it consists of 39.1 acres.
- Obregon Park is a Local Park and it consists of 11 acres.



Chinese Cemetery



Soccer at Belvedere Park

Cemeteries

- There are three cemeteries within the plan area:
The Chinese Cemetery, the Serbian Cemetery,
and Calvary Cemetery.
- These cemeteries cover approximately 147 acres.

Schools

- There are 14 public schools in the study area.

Elementary Schools	Address	Approximate Acres	Students
Rowan Ave Elementary School	600 South Rowan Avenue, Los Angeles, CA 90023	5.9	1500
Belvedere Elementary School	3724 East 1st Street, Los Angeles, CA 90063	4.8	1017
Marianna Ave Elementary School	4215 Gleason Street, Los Angeles, CA 90063	3.6	466
Brooklyn Ave Elementary School	4620 East Cesar E. Chavez Avenue, Los Angeles, CA 90022	2	532
Morris K Hamasaki Elementary	4865 East 1st Street, Los Angeles, CA 90022	3	424
Fourth Street Elementary School	420 Amalia Avenue, Los Angeles, CA 90022	4.5	734
Humphreys Ave Elementary School	500 South Humphreys Avenue, Los Angeles, CA 90022	4.9	836
Middle Schools			
Belvedere Middle School	312 North Record Avenue, Los Angeles, CA 90063	11.2	2,343
David Wark Griffith Middle School	4765 East 4th St, Los Angeles, CA 90022	12.9	1,915
High Schools			
Esteban E. Torres High School	4211 Dozier Street, Los Angeles, CA 90063	N/A	N/A
Ramona Opportunity High School	231 South Alma Avenue, Los Angeles, CA 90063	1.6	128
Garfield High School	5101 East 6th St, Los Angeles, CA 90022	19	4,603
Monterey Senior High School	466 Fraser Avenue, Los Angeles, CA 90022	1.5	65
K12 Schools			
9 Alphonso Perez Special Ed Center - K12	4540 Michigan Avenue, Los Angeles, CA 90022	7.7	450
Private & out of TOD Area Schools			
Stevenson Middle School	725 South Indiana Street, Los Angeles, CA 90023	13.8	2,610
Our Lady of Guadalupe Schools - K8	436 North Hazard Ave, Los Angeles, CA 90063	2.6	216
Hammel Street Elementary School	438 North Brannick Avenue, Los Angeles, CA 90063	4.6	879
Robert Hill Lane Elementary	1500 Avenida Cesar Chavez, Monterey Park, CA 91754	3.8	450
East Los Angeles College	1301 Avenida Cesar Chavez, Monterey Park, CA 91754	N/A	N/A
4th Street Primary Center	469 Amalia Avenue, Los Angeles, CA 90022	N/A	N/A

Circulation

- East Los Angeles is bisected by the Pomona (60) and Long Beach (710) Freeways, which have disrupted the traditional, interconnected grid street network. Many through streets have been transformed into dead-end streets.
- The existing street network is comprised of wide streets, narrow sidewalks, and sparse and inconsistent street tree plantings. Designed more for automobiles than pedestrians, these streets facilitate vehicular speeding.
- A major concern of residents is high vehicular speeds on most streets.

Landscape

- Existing freeway edges are sparsely planted and do not provide adequate buffers.
- Existing parks have mature trees but the majority of the park space is not shaded.
- Street trees are sparse and randomly planted.
- Many street trees were eliminated and not replanted when the roads were widened.



Playground at Belvedere Park



Freeway Overpass



Street trees are sparse and inconsistent

PUBLIC REALM VISION AND PLAN

One of the most important components of place-making is a unified urban design that employs buildings and landscaping that defines, animates, and engages the pedestrian and other non-motorized travel. Places such as streets, sidewalks, parks, plazas and squares are linked to each other and to the larger community. This interconnected pattern creates a range of valuable venues that accommodate a full spectrum of urban, commercial, and family-oriented activities.

Streets should be designed for everyone, including bicyclists, pedestrians, and motorists. Tree-shaded, pedestrian-friendly streets, are enjoyable for residents and visitors, are conducive to neighborly interaction, and lead to higher levels of bicycling and walking. Successful and well-designed streets are easy to navigate and are made memorable by the buildings, street trees, and streetscape that line them. Other important components of successful streets include:

Green Streets

In addition to accommodating the needs of pedestrians, motorists, and bicyclists, Green Streets components should include:

- A mature tree canopy that enhances the

- pedestrian experience
- Safer street crossings
- Integrated bike lanes and jogging paths
- Traffic calming measures
- Drought-tolerant plant material
- Integrated lighting and way finding signs
- Sustainable storm water treatment strategies

Continuous and Comfortable Sidewalk

- Provide sidewalks that are continuous and wide in order to reinforce the urban character and facilitate safe walking.
- Provide well-defined crosswalks at all intersections and, where necessary, at mid-block.
- Pave crosswalks with enhanced paving materials such as stone or unit pavers.
- All paving must meet ADA accessibility requirements.

Safe Routes to Schools and Parks

- Create a safe, pedestrian-friendly environment to encourage walking and bicycling to schools and parks.
- Clearly marked bicycle routes.
- Provide wide and continuous sidewalks.
- Clearly marked bicycle and pedestrian crossings.
- Minimize busy street crossings.

FIGURE 2.A - PROPOSED GREEN STREET MASTER PLAN



- Introduce traffic calming measures, where appropriate.

Regional Bike Linkages

- Provide connections to new or proposed bike routes as indicated in the County Bicycle Master Plan.
- Provide amenities for bicyclists along bike routes.
- Clearly marked bike routes.
- Facilitate bicycle access to and from the Gold Line Stations.
- Provide places for bicycle parking.
- Facilitate a bicycle sharing system

Placemaking and Community Branding

In addition to the signage for the Gold Line, urban trails, and park information, community branding through identity markers and wayfinding graphics are recommended.

- Wayfinding graphics and signs
- Identity markers
- Cohesive street furnishing
- Cohesive lighting
- Public art

Street Tree Plan

Streets with comfortable sidewalks and planted parkways provide the unifying structure of the plan area's neighborhoods. Street trees form a canopy, provide shade, introduce seasonal color, define the street edge, invite pedestrian activity, and are chosen to adapt to local environmental conditions. Key features of the street tree plan strategy include:

- For ease of recognition, orientation, and cohesiveness, major east-to-west streets are planted with a combination of palm and broad leaf trees. North-to-south streets are planted with broad leaf trees only.
- Deciduous and evergreen trees have been selected to provide seasonal interest.
- Street trees are placed at intervals of 20 to 30 feet on center, with setbacks at intersections per County standards. Ultimate street tree spacing will depend on sidewalk conditions, such as curb cuts, utilities, and lighting.
- Root barriers are provided for all street trees.
- To ensure long term survival, the minimum installed size is a 36 inch box tree.

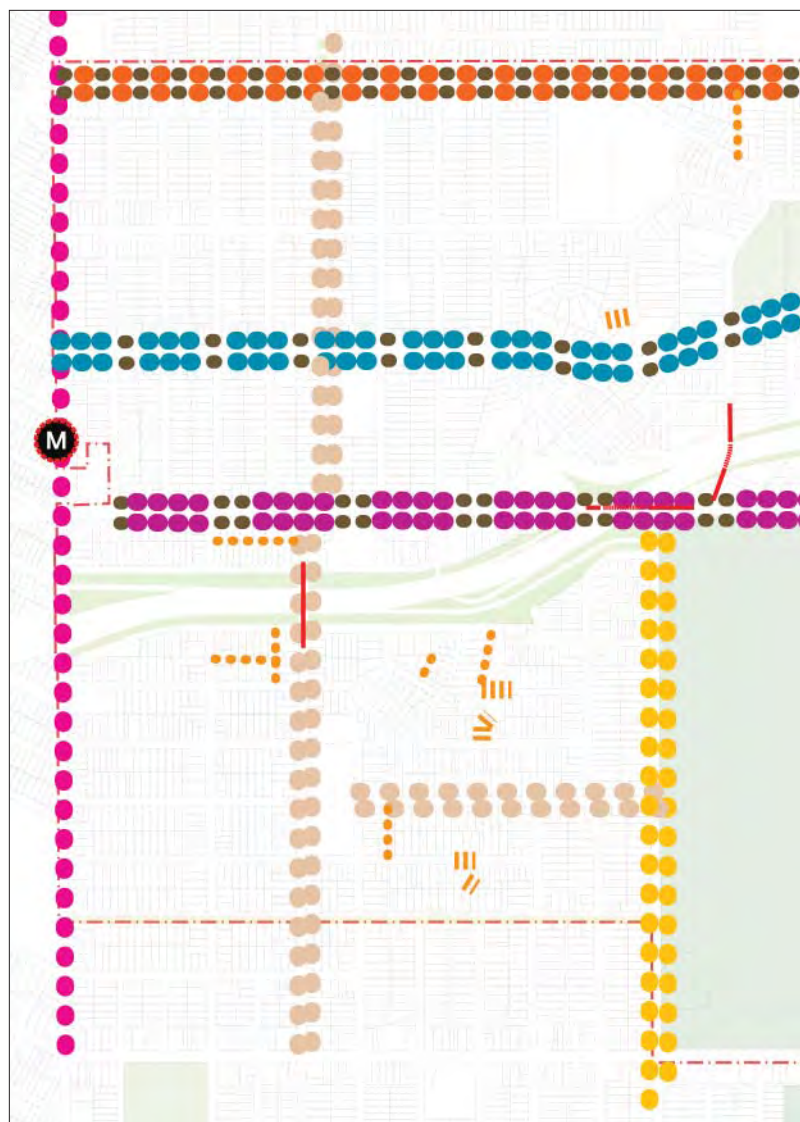
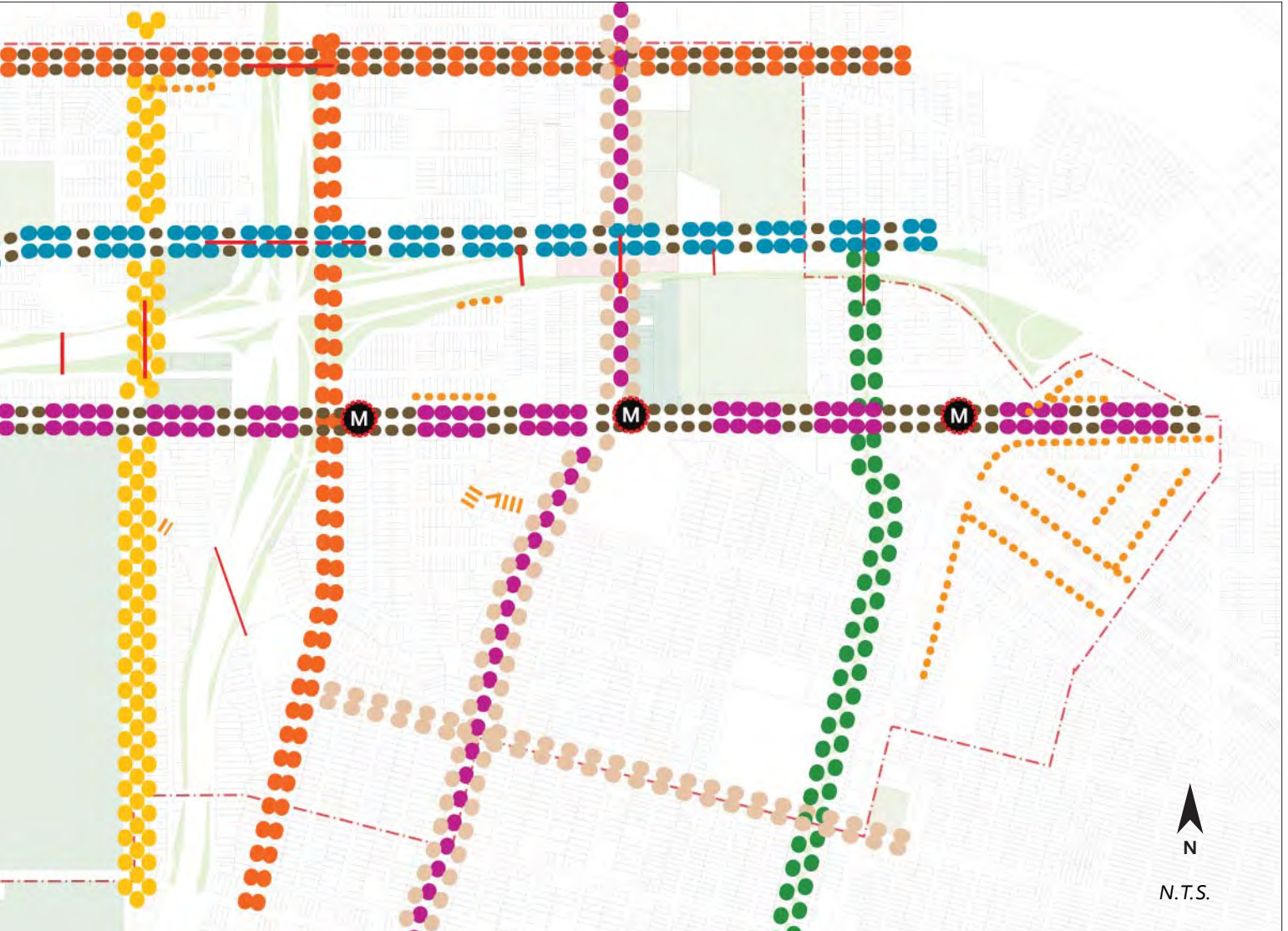


FIGURE 2.B - PROPOSED STREET TREE PLAN



Actual tree plantings and placement may vary depending upon site conditions.



Residential street



Chinese Flame Tree - *Koelreuteria bipinnata*



Tree lined pedestrian path

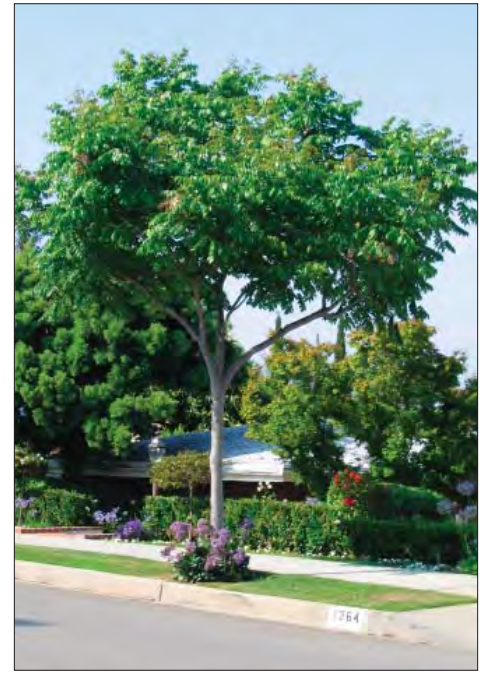
TABLE 2.A - STREET TREE PALETTE

**London Plane Tree***Platanus acerfolia*

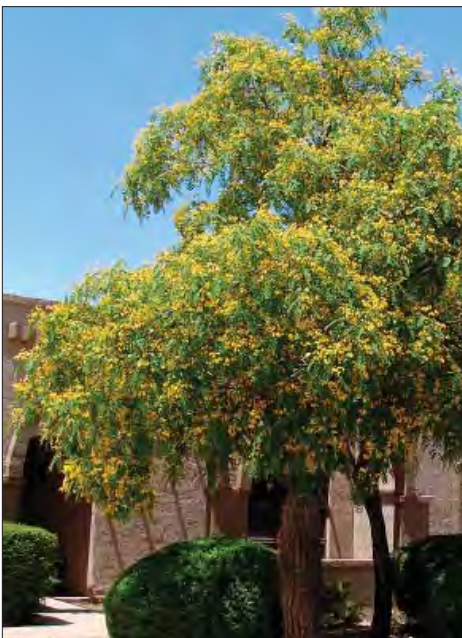
Deciduous
 Height : 40-80 feet
 Crown : 30-40 feet
 Water : moderate

**Chinese Flame Tree***Koelreuteria bipinnata*

Deciduous
 Height : 20-30 feet
 Canopy : 25-35 feet
 Bloom : late summer
 Water : regular

**Goldenrain Tree***Koelreuteria paniculata*

Semi-evergreen
 Height : 40-60 feet
 Canopy : 50-70 feet
 Water : regular

**Tipu tree***Tipuana tipu*

Semi evergreen or Deciduous
 Height : 25-40 feet
 Canopy : 30-60 feet
 Bloom : late spring / early summer
 Water : regular



Brisbane box

Lophostemon confertus

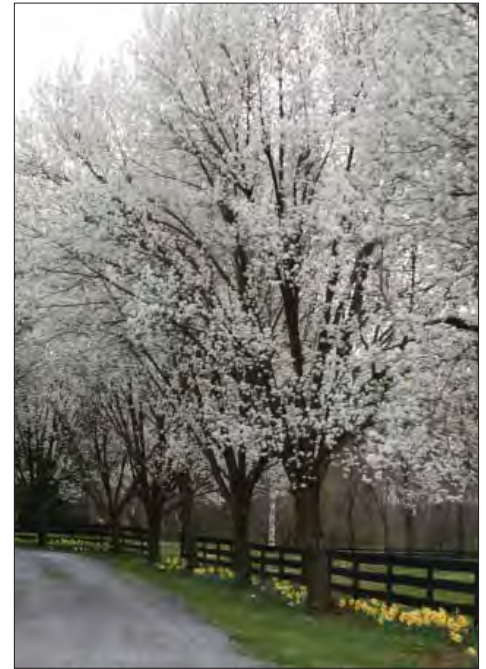
Evergreen
Height : 30-45 feet
Canopy : 25 feet
Bloom : summer
Water : little to regular



California Sycamore

Platanus racemosa

Deciduous
Height : 30-70 feet
Crown : 30-40 feet
Bloom : spring, winter
Water : moderate



Callery Pear 'Bradford'

Pyrus calleryana 'Bradford'

Deciduous
Height : 50 feet
Canopy : 30 feet
Bloom : late winter/early spring
Water : moderate



Golden Medallion Tree

Cassia leptophylla

Evergreen
Height : 15-25 feet
Canopy : 15-20 feet
Bloom : summer
Water : little to moderate

SUSTAINABLE STRATEGIES

Storm Water Guidelines

The following are sustainable methods and strategies for collecting and distributing storm water runoff:

- Use parkways to collect street runoff. Direct water into vegetated swales and/or rain gardens.
- Install permeable paving in parking lots and direct water into vegetated swales.
- Direct building roof runoff into cisterns and/or rain gardens.
- Design plazas to minimize impervious paving and to drain to vegetated swales.
- Provide low points in parks to facilitate groundwater recharging.
- Introduce signage that describes the watershed and rain cycle, the cleansing properties of plants, and how wildlife habitat relates to native plant material. Coordinate educational effort with the schools on-site.

Best Management Practices

The following Best Management Practices (BMPs) shall be included throughout the project area, wherever feasible.

- Bioswales (Biofiltration Swale). A vegetated depression planted with native plant material designed to detain and infiltrate water into the ground. Bioswales reduce runoff, recharge groundwater, eliminate contaminants from the water, and reduce the need for off-site detention.
- Rain Gardens. Planting areas designed to detain runoff from parking lots or roofs
- Native and Drought-Tolerant Plants. Drought-tolerant plants help to minimize irrigation needs and increase the presence of wildlife.
- Pervious Paving. Paving that allows water to infiltrate into the ground either through spaces between paving stones or through the material itself. Subsurface gravel allows the water to pass through to the soil or direct it to another detention device.
- Cisterns. A holding tank for rainwater that can later be used for irrigation. Cisterns can be located either above-ground or below-ground and utilize pumps to circulate grey water. Rain barrels are small, above-ground cisterns. As water gets scarcer the use of cisterns should be encouraged.



Permeable Paving



Bioswale



Native Plant : Achillea millefolium



Planted Parking Lot

- Infiltration System. Devices used to collect water for infiltration. Various infiltration systems include fabricated installations that are placed in the ground, gravel placed beneath pervious paving, and bioswales.
- Street and Parking Lot Trees. Large canopy deciduous trees that are planted in parking lots and along streets to provide shade and reduce the heat island effect.
- Reclaimed water. Sometimes called recycled water has been treated to remove solids and certain impurities. It is often used in sustainable landscaping irrigation or to recharge groundwater aquifers to achieve sustainability and water conservation objectives.



Enhanced pedestrian experience



Enhanced crossing



Bike lane and jogging path

PARK AND OPEN SPACE OPPORTUNITIES

The recommended strategies in this section can improve the park network by using streets and pedestrian connections to bring park and open space amenities within a reasonable walking and biking distance for all residents. Key components of this strategy include:

- Joint-use policy with schools to better utilize existing and future open space resources.
- The generation of new open space in tandem with new development.
- Requiring new development to have an engaging relationship to new and existing parks, plaza, and streets.
- Maximizing visibility and promoting the safety of existing and new plazas and open spaces.

- Providing varied open spaces that meet a wide range of active and passive recreational needs.
- Transforming vacant lots and dead-end streets into pocket parks and pedestrian connections.
- Improving vacant land adjacent to freeways as passive open spaces.

Pocket Parks

With available open space at a minimum, vacant lots and dead end streets offer potential places to introduce pocket parks within neighborhoods. These parks could host context-sensitive outdoor activities, ranging from passive to active recreational. Pocket parks can provide socialization opportunities for a wide variety of age groups.

EXAMPLES OF PARKS ELEMENTS



Example of comfortable, walkable and sustainable open spaces



Picnic tables



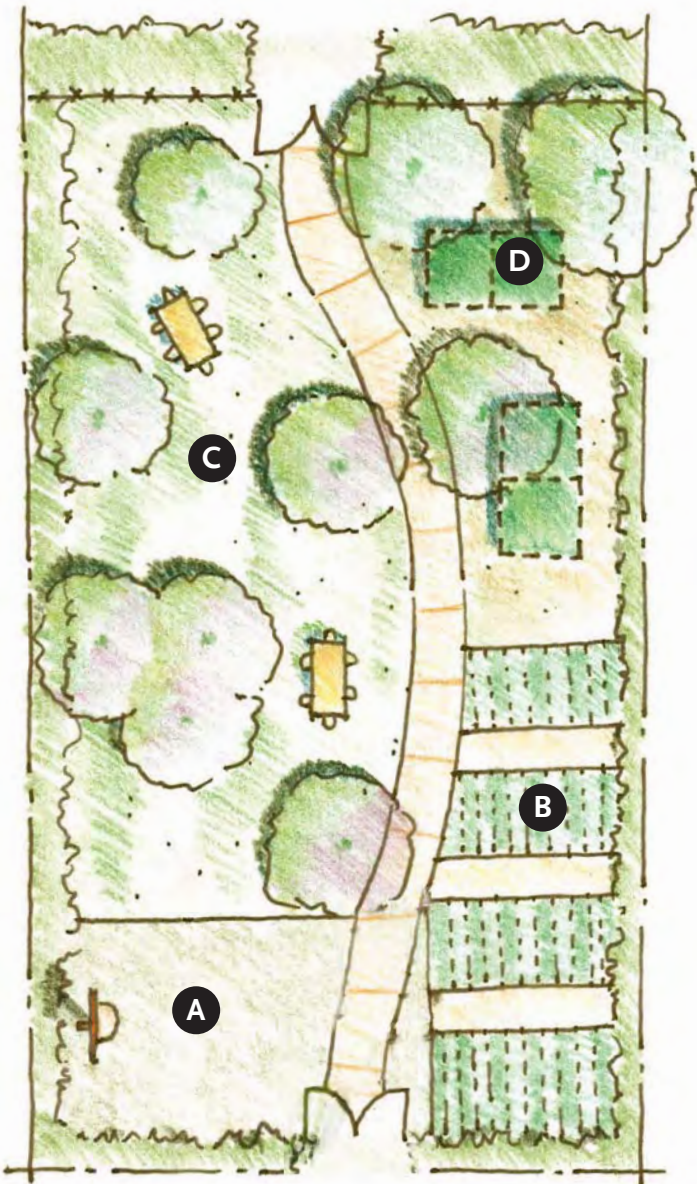
Basketball court



Storm water treatment

FIGURE 2.C - EXAMPLES OF A POCKET PARK

The concept plan shows one of several ways how this particular area of the plan can be realized.



- A** Basketball Court
- B** Rose Gardens
- C** Picnic and Lawn Area
- D** Bocce Ball Courts



Potential pocket park location

Super Block Insert

There are a number of locations within in the Specific Plan where large pieces of left over land are present at the center of very large blocks. Due to the sloped condition of the sites, traditional park amenities may not work. Potentially, these vacant parcels can be utilized for parkland, as well as for storm water treatment. Community gardens, active and passive recreational spaces, and educational opportunities could be developed for these locations. On slopes, amphitheaters and terraced seating could take advantage of the existing grade changes.



Potential super block insert example (see Figure 2.D)

CONCEPTUAL EXAMPLES OF PARK ELEMENTS



Lawn area



Playground



Learning/discovering urban wildlife



Active recreation



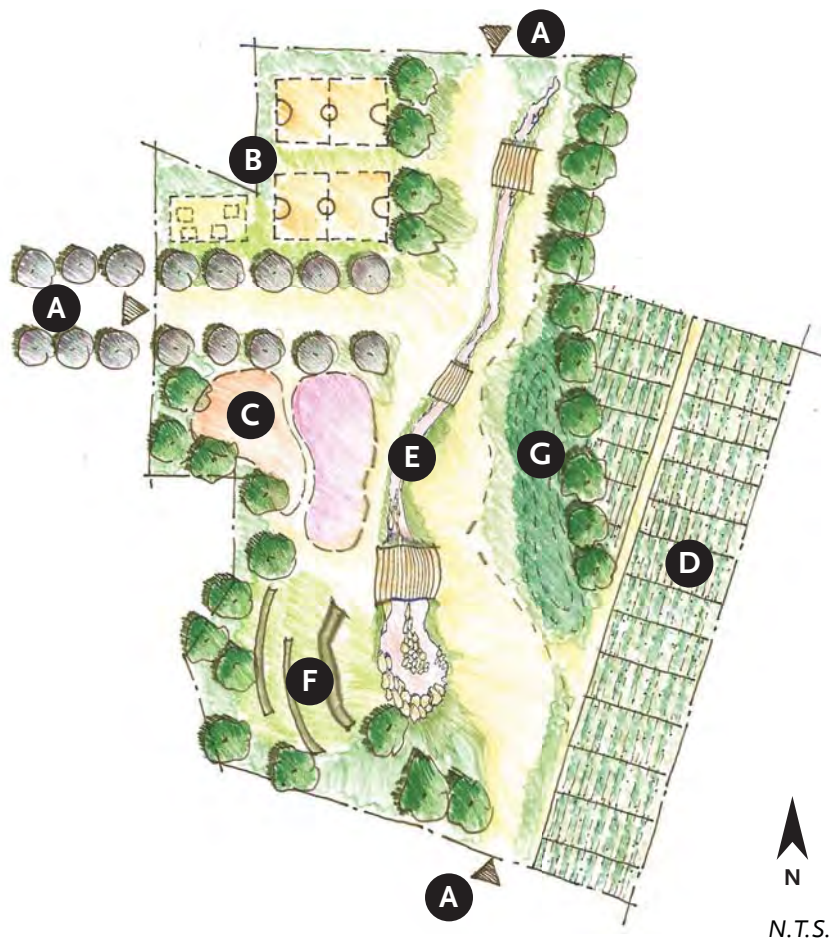
Amphitheater



Gardens

FIGURE 2.D - EXAMPLES OF SUPER BLOCK INSERT

The concept plan shows one of several ways how this particular area of the plan can be realized.

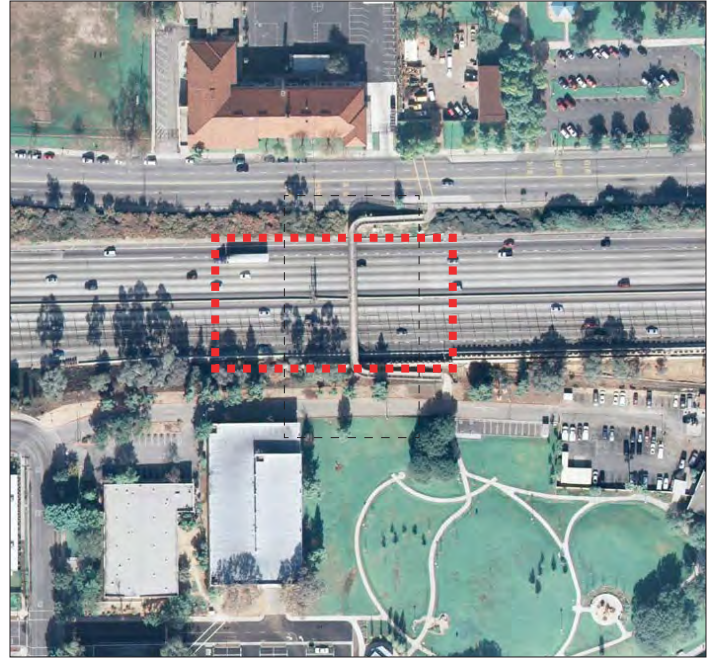


- A** Access
- B** Active Recreation
- C** Playground
- D** Gardens
- E** Drainage Swale
- F** Amphitheater
- G** Lawn Area

Freeway Cap - Belvedere Park

For many years, engineers, city officials, and urban designers have advocated the conversion of airspace above local freeways for use as public parkland. In a number of locations, freeway caps or decks have been constructed across the country. A Seattle freeway cap occupies 5.2 acres above an existing roadway and was opened in 1976. The City of Santa Monica recently initiated a feasibility study for the construction of a freeway cap over a section of the Santa Monica Freeway. The City of Los Angeles is also exploring caps over sections of the Hollywood Freeway adjacent to downtown and Hollywood.

The construction of the Pomona Freeway bisected Belvedere Park reducing available open space and dividing the park. Today, the park functions as virtually two different parks. Nonetheless, there is an opportunity to reconnect the park land and create additional open space. Here, a freeway cap park would create more park space and provide improved non-motorized connections between the neighborhoods to the north and south of the freeway.



Pedestrian bridge over freeway- freeway cap opportunity (see Figure 2.E)

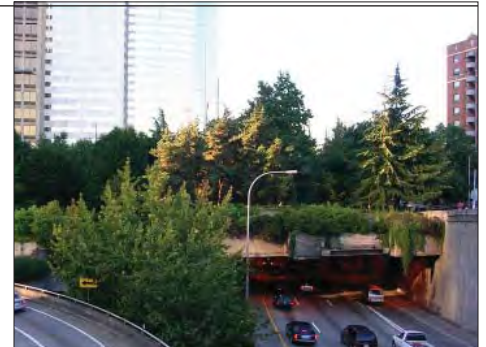
CONCEPTUAL EXAMPLES OF PARK ELEMENTS



Pedestrian path



Farmers market



Freeway Park, Seattle



Urban plaza



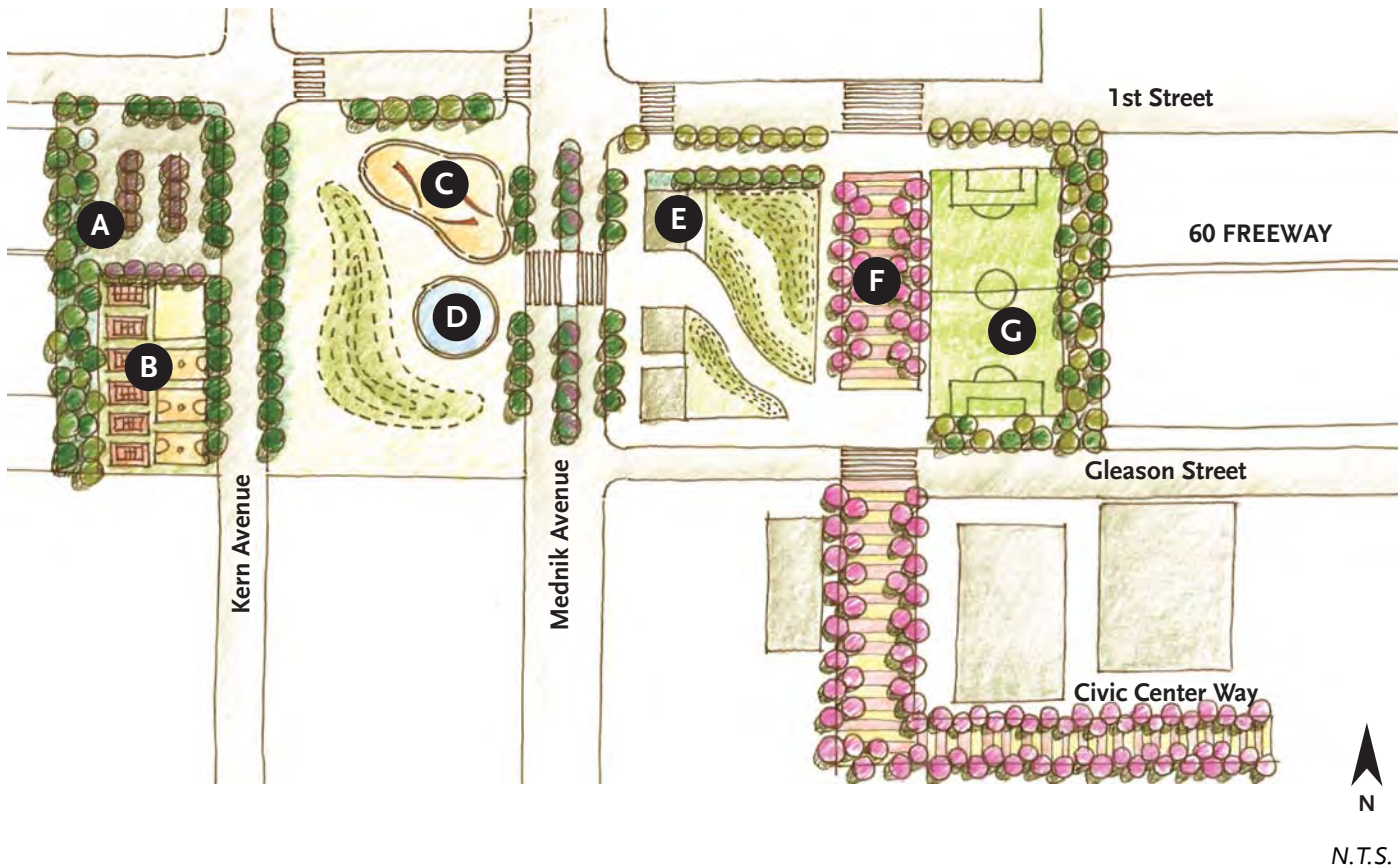
Local park



Paseo

FIGURE 2.E - EXAMPLE OF A FREEWAY CAP AT BELVEDERE PARK

The concept plan shows one of several ways how this particular area of the plan can be realized. Ultimately, the actual configuration will be guided by this Specific Plan and corresponding park standards, as feasible.



- A** Parking
- B** Active Recreation
- C** Playground
- D** Art Element
- E** Information Kiosk
- F** Paseo
- G** Active Recreation

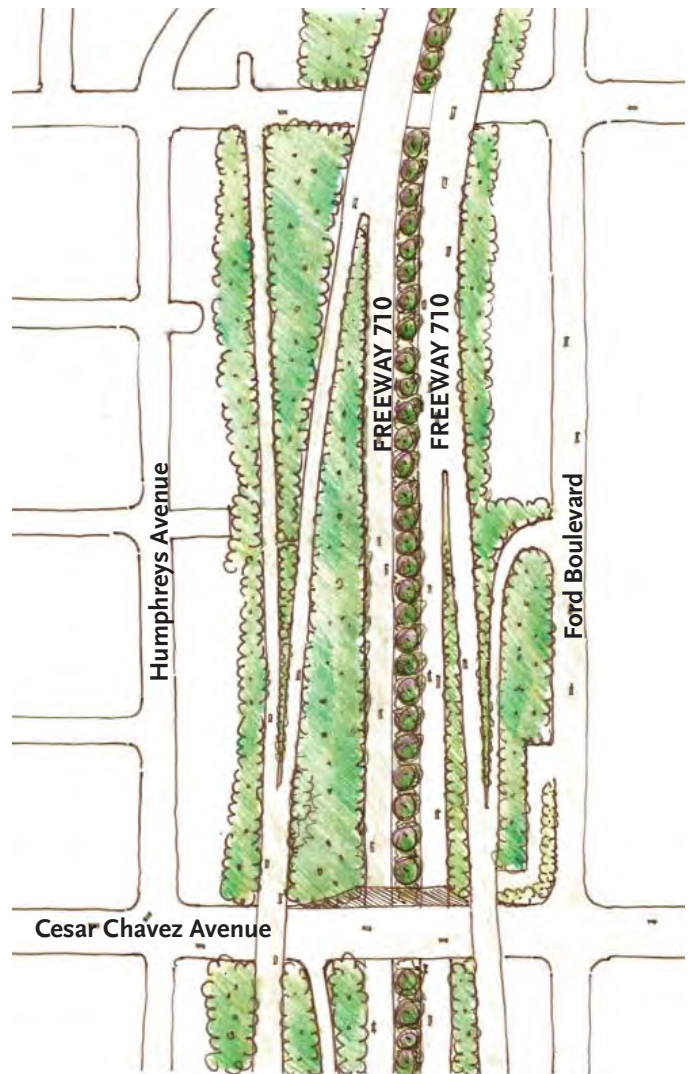
Urban Forest

An urban forest is a collection of trees located within a city. The urban forest helps to filter water and air. They provide shade and shelter for humans and wild-life. Urban forests moderate the local climate and help to reduce the heat island effect within urban settings. When present, urban forests play an important role in ecology of human habitats in many ways: they filter and improve the air, water, and sunlight, while providing shelter to animals. They are critical in cooling the urban heat island effect, thus helping to reduce the number of unhealthy ozone days in the region. Within the Specific Plan area, opportunities exist to increase the urban forest, particularly near existing freeways and access ramps. Figure 2.F is an illustrative example of an urban forest adjacent to the Long Beach Freeway near Cesar E. Chavez Avenue.



Potential Site for urban forest along the I-710 (see Figure 2.F)

FIGURE 2.F - EXAMPLE OF I-710 URBAN FOREST



Concept plan of an urban forest along the I-710



N.T.S.

TABLE 2.B - URBAN FOREST AND SHRUB PALETTE



Acacia redolens



Baccharis pilularis
'twin peaks'



Ceanothus griseus horizontalis



Cotoneaster



Toyon



Rhus ovata



Grevillea robusta



Quercus agrifolia

Neighborhood Connections: Cascades, Alleys, and Pedestrian Crossings

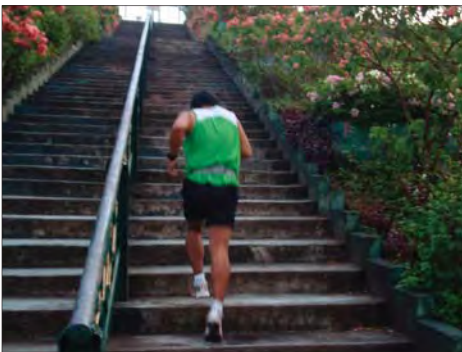
Alleys can be transformed from their typical utilitarian purpose into pedestrian connections and, in commercial areas, to outdoor dining plazas. In addition, permeable pavers and plantings can be introduced to absorb storm water and improve local water quality.

Important neighborhood connections are often interrupted by steep terrain. These interruptions can be mended by introducing a series of staircases that incorporate outlooks and terraces, providing places to enjoy views and to socialize. Figure 2.G is an example of a neighborhood cascade.



Potential neighborhood cascade retrofit (see Figure 2.G)

CONCEPTUAL EXAMPLES OF PARK ELEMENTS



Stairs as a place to exercise



Lighting and planting for comfort and safety



Murals



Pedestrian art bridge



Vista Points offer views



Land bridge

FIGURE 2.G - EXAMPLE OF A NEIGHBORHOOD CASCADE

Illustrative concept plan that reconnects a neighborhood with improved pedestrian paths, stairs, and drought-tolerant landscaping.



- A** Plaza belvedere vista point
- B** Exercise circuit
- C** Belvedere vista point with drinking fountain
- D** Native plantings and erosion control

Joint Use Agreement of Public and Institutional Facilities

Schools and other institutions typically have had a variety of recreational facilities, such as, gymnasiums, playgrounds, fields, courts, and tracks. However, most schools close their property to the public after school hours because of concerns about costs, security, maintenance, and liability. At the same time, building duplicate facilities as those already available in community schools is simply not the best use of time or public resources.

A joint use agreement (JUA) is a partnership between government organizations, for example the school district and County, setting forth the terms and conditions for the shared use of public property. Typically, each party under a JUA helps fund the development, operation, and maintenance of the facilities that will be shared. In so doing, schools can continue to provide their students and the community with the facilities needed to maintain active and healthy lifestyles, while incurring little to no additional costs. Currently, Belvedere Middle School provides access to their facilities after school hours. The County should explore further opportunities for JUAs in the community.

School sites also offer an opportunity to introduce sustainable practices into the community. School vegetable gardens provide healthy food and function as an educational tool. New trees provide shade, creating comfortable places



Example of a potential Joint Use Playfield - Belvedere Middle School



CONCEPTUAL EXAMPLES OF JUA ACTIVITIES



Soccer field



After school basket ball



Active recreation



Organized sporting activity

to sit while cleansing the air. Rain gardens, cisterns and bioswales can be introduced to catch and store or cleanse water. Permeable paving can be installed to allow for groundwater infiltration.

Parklets

Streets and paved areas make up a significant part of the land area in East Los Angeles. Many streets are excessively wide and contain large zones of underutilized space. Reconfiguring such spaces in a “parklet” can help to provide much desired open space in an already developed area. A parklet is a mini urban park, often created by replacing several under-utilized parallel parking spaces with a patio, planters, trees, benches, café tables with chairs, bicycle parking, or other element. The introduction of parklets seeks to temporarily reclaim these unused swathes and quickly and inexpensively turn them into new public plazas and parks.

Due to the relatively low expense, parklets can be introduced temporarily. During the temporary closure, the success of these spaces can be evaluated to understand what adjustments need to be made in the short term, and ultimately, whether the temporary closure should be a long term community investment. Materials and designs are meant to be temporary and easily moveable should design changes be desired during a trial-run. Seating, landscaping, and treatment of the paving are common features of most projects. If on-street parking or travel lanes are removed, a traffic study may be required.

Locations for parklets should be selected based on the following criteria:

- Sizeable area of under-utilized roadway
- Lack of public space in the surrounding neighborhood
- Pre-existing community support for public space at the location
- Potential to improve pedestrian and bicyclist safety via redesign
- Surrounding uses that can attract people to the space
- Identified community or business steward



These conceptual parklets repurpose on-street parking to useable open space and landscaping without reducing the number of travel lanes (Conceptual layout by RHAA).



A permanent parklet installation adjacent to a coffee shop.



A parklet with outdoor dining

THE FUTURE OF THE PUBLIC REALM

As demand for more open space increases, creative approaches towards parks and open recreational needs should be explored.

A “ciclovía” is either a bike route, or more commonly, a closed street that is used exclusively for biking, walking, and other similar non-motorized activities. The closure makes the streets safe for people to walk, skate, play and ride a bike. Usually the street closure is temporary and during the weekend, in order to reduce traffic management logistics. It is a relatively inexpensive approach to provide temporary recreational opportunities and more open space – if only for one day. In October 2010, the City of Los Angeles held its first of many highly successful “CicLAvia” events in the downtown area and through adjoining neighborhoods. These events have drawn over 100,000 bicyclists, joggers, walkers, strollers, pets, and other participants. The community should continue to support and expand these events.



Los Angeles' Ciclavia



Route map of Ciclavia

Chapter 3 MOBILITY



This chapter identifies streetscape improvements and guidelines, such as sidewalk dimension, bicycle lanes, and landscaping. The streetscape plan recommendations in this chapter are conceptual. When the County considers such improvements, these recommendations will be further evaluated and supplemented on a case-by-case basis. Furthermore, the mobility plan is intended to provide tools to foster and create pleasant and convenient walking and biking facilities, street trees, landscaping, plazas and other pedestrian amenities within the public realm. Through the ongoing implementation of the Specific Plan, the County will continue to evaluate other streets in the plan area, thereby providing an engaging public realm to attract visitors, residents and businesses.

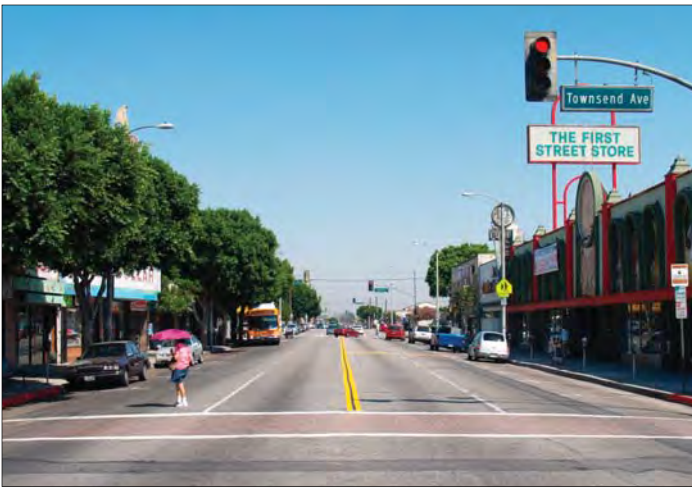
Objectives

The following mobility objectives advance the principle to create a transportation network that provides mobility, safety and walkability:

1. The street network accommodates pedestrians, bicycles, transit, freight and motor vehicles with the allocation of right-of-way on individual streets.
2. The larger network, including key thoroughfares provides safe, continuous, and well-designed multi-modal facilities that capitalize on development patterns and densities that make walking, transit and bicycle travel efficient and enjoyable.
3. Street design complements urban buildings, public spaces and landscape, as well as supports the human and economic activities associated with adjacent and surrounding land uses.
4. Safety is achieved through thoughtful consideration of user's needs and capabilities, through design that meets user expectations, and through the selection of appropriate speed and design elements.

EXISTING CONDITIONS

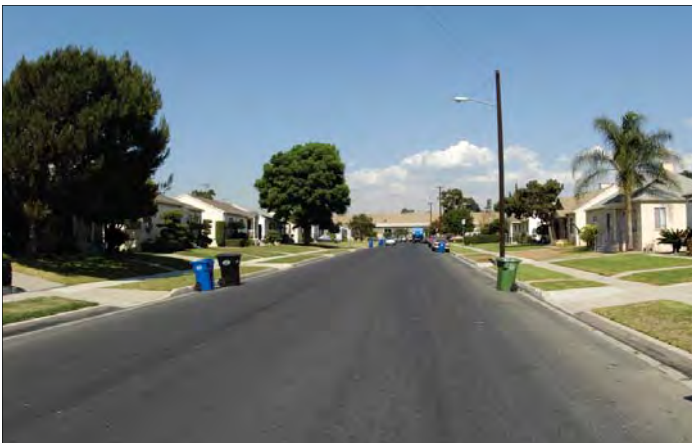
EXAMPLE OF PROPOSED VISION



1st Street existing conditions



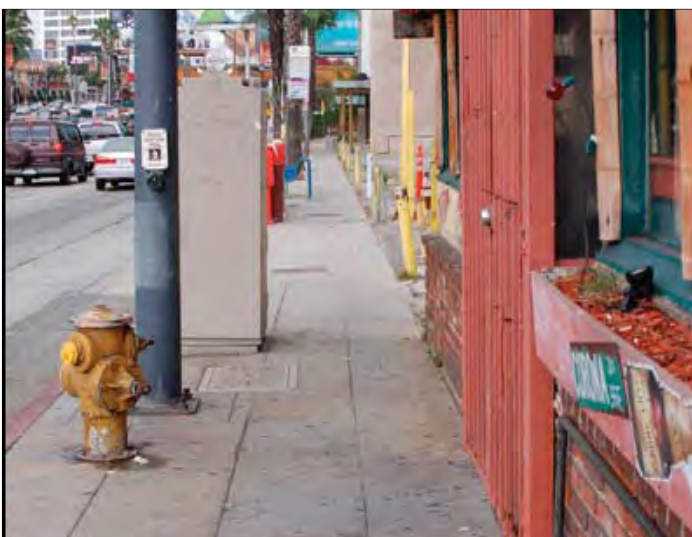
A busy, mixed-use street draws business, cars and customers.



A typical 40-foot wide street encourages motorists to drive fast. The situation is amplified by the lack of street trees and absence of parked cars.



Street trees reduce the visual width of this 40-foot wide street and, along with the mottled pattern of dark and light that is cast on the roadway, encourage motorists to slow down.

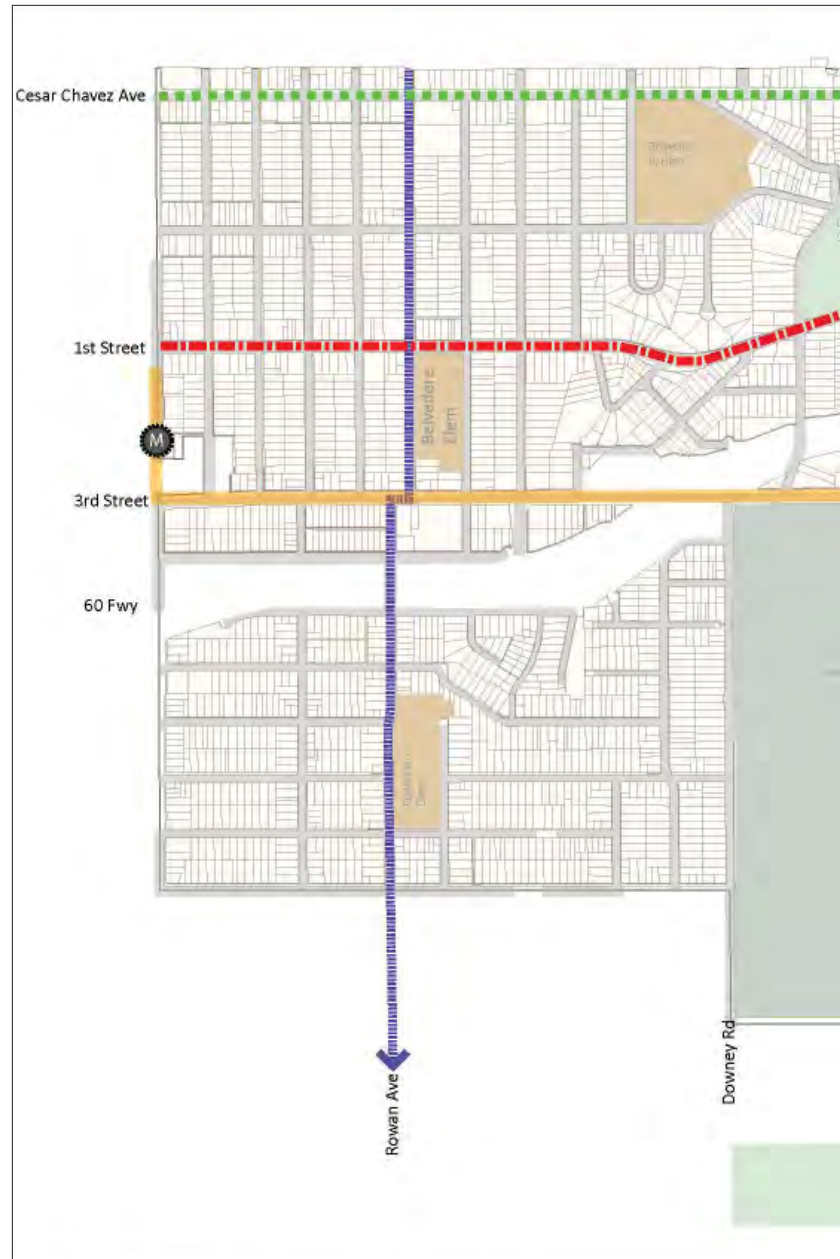


Auto-oriented street with narrow sidewalk discourages walking and provides no space for outdoor dining



Outdoor dining and pedestrians share the wider sidewalk.

Figure 3.B illustrates the County Bicycle Master Plan within the Specific Plan area. Implementation is expected to occur as funding allows.



**FIGURE 3.B: PROPOSED BICYCLE ROUTE NETWORK
(COUNTY BICYCLE MASTER PLAN)**



Bike lane and curb extension








Dedicated bike lanes



Source: Department of Regional Planning, 2011

Bicycle Network

-  Gold Line Station
-  Class II Bike Lane
-  Class III Bike Lane
-  Bike Boulevard
-  Class III (not included in Draft County Master Plan of Bikeways)



Shared bike lane



Dedicated bike path

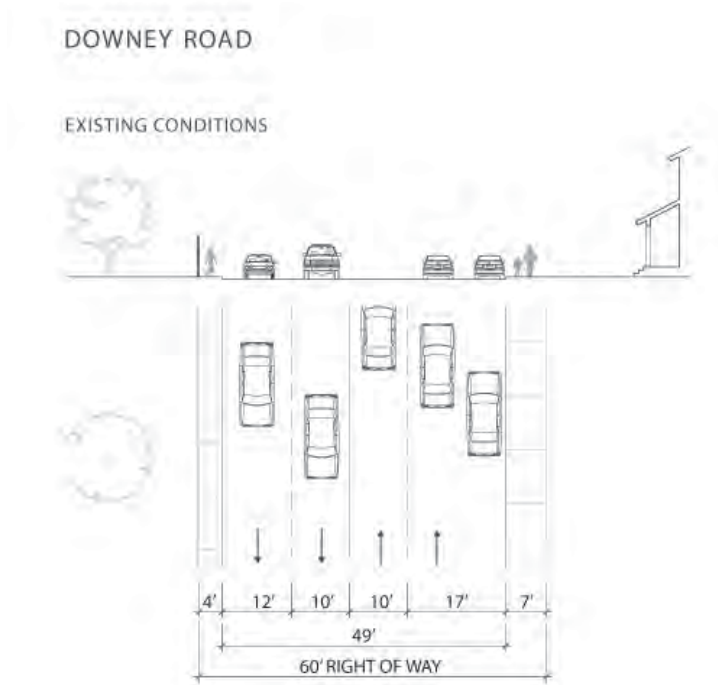
FIGURE 3.C - ILLUSTRATIVE CONCEPT DESIGN- DOWNEY ROAD LOOKING SOUTH



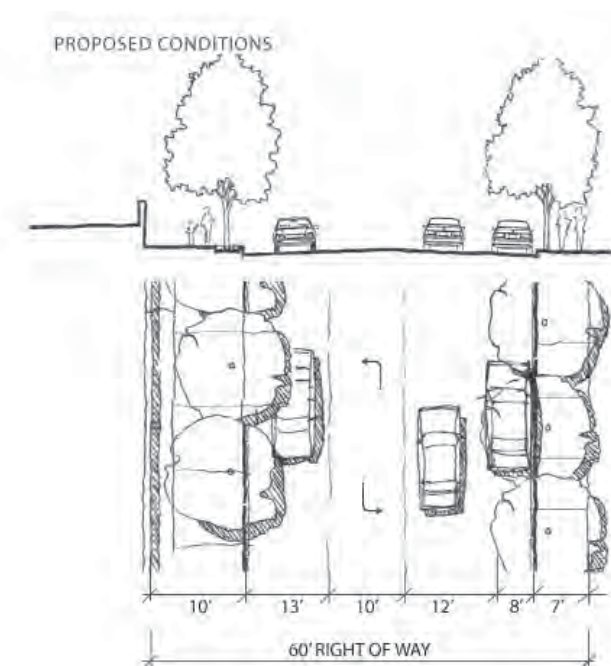
Downey Road adjacent to the Calvary Cemetery offers an opportunity to create an enhanced pedestrian and bike experience. By narrowing the area allowed for vehicles the pedestrian edge is enlarged. Generally, a landscaped walking and jogging path is recommended around the cemetery. A shared bike lane can be introduced as well. Ultimately, the actual configuration will be designed according to applicable County standards.

Figure 3.D illustrates the existing conditions and concept design conditions for Downey Road.

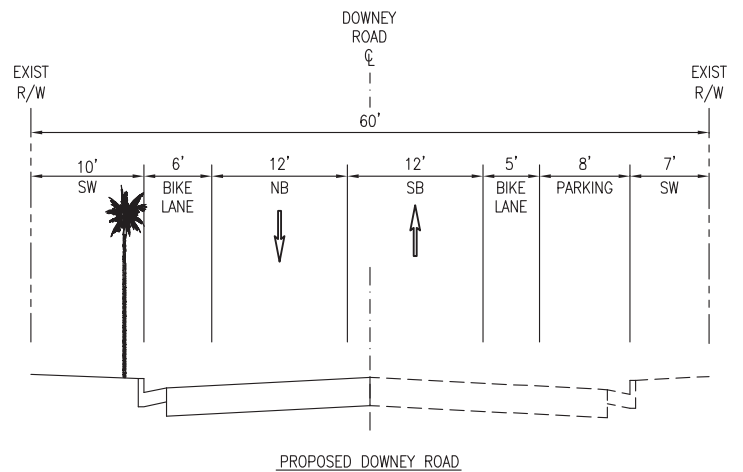
FIGURE 3.D - STREET SECTIONS - DOWNEY ROAD



DOWNEY ROAD - PROPOSED OPTION A



DOWNEY ROAD - PROPOSED OPTION B



Actual configuration may vary depending upon County standards and existing conditions.

FIGURE 3.E - ILLUSTRATIVE CONCEPT DESIGN - MEDNIK AVENUE

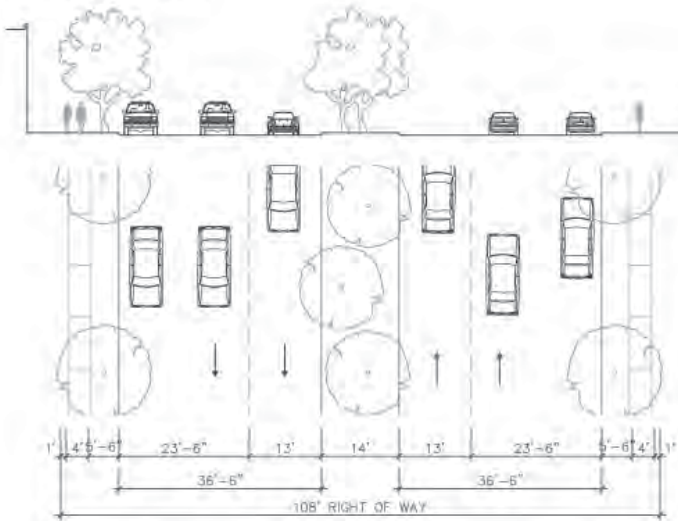


Mednik Avenue can become a more pedestrian and bike friendly street with the introduction of street trees along the edge and center median. Dedicated bike lanes are introduced.

Figure 3.F illustrates the existing conditions and concept design conditions for Mednik Avenue and Ford Boulevard.

FIGURE 3.F - STREET SECTIONS - MEDNIK AVENUE

MEDNIK AVENUE
EXISTING CONDITIONS



PROPOSED CONDITIONS

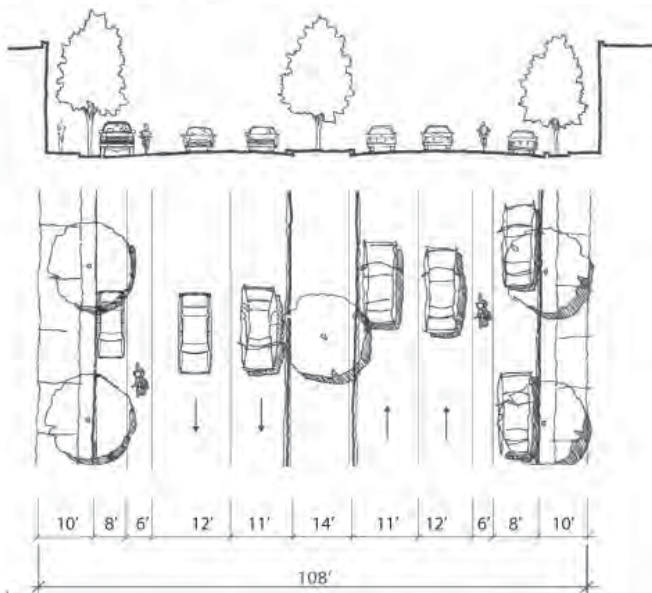
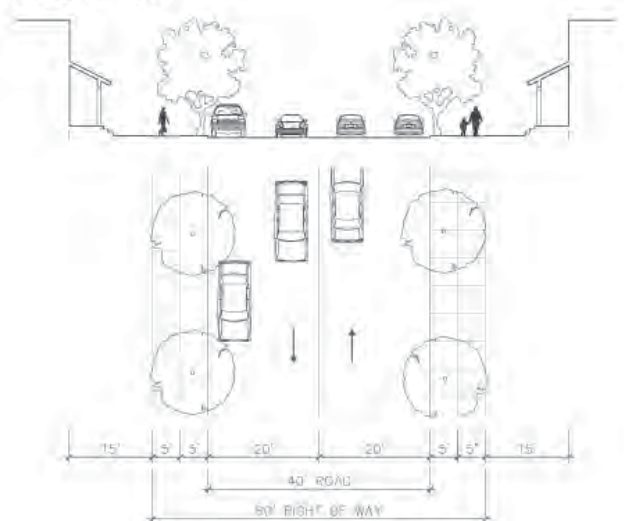
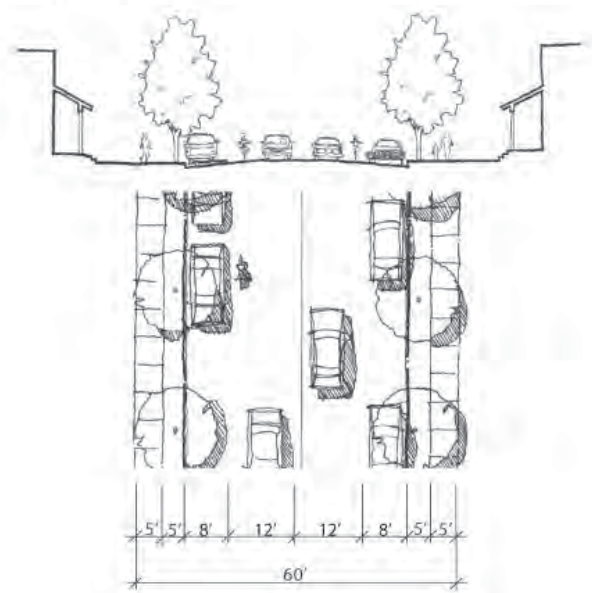


FIGURE 3.G - STREET SECTIONS - FORD BOULEVARD

FORD BOULEVARD*
LA VERNE, ROWAN, & 6TH WITH SIMILAR SECTION
EXISTING CONDITIONS



PROPOSED CONDITIONS



STREETSCAPE IMPROVEMENTS

Streetscape improvements are recommended for nearly all streets in the plan area. These recommendations are designed with construction costs in mind, and for most streets relatively modest sidewalk improvements and street tree plantings constitute the majority of the recommended work.

The descriptions of the improvements are general in nature, and do not take into account the details of existing conditions in each block of each street. In some cases existing pavement or sidewalks may need replacement. The Department of Public Works (DPW) will make such determinations at the time the street improvements are designed and constructed.

When a new development project occurs, DPW or the Department of Regional Planning (DRP) may require that the developer make improvements to the streets abutting the project to a) bring them into conformance with current standards, and/or b) bring them into a state of good repair. The standards of this Specific Plan define the general design requirements for current standard. The Public Works department will define the requirements for conditions on a case-by-case basis. The required improvements generally extend from the property frontage line to the centerline of the public right-of-way on all project frontages.

In virtually every instance, the recommended improvements are intended to:

- Improves pedestrian and bicycle comfort and safety
- Reduce noise and enhance the living conditions

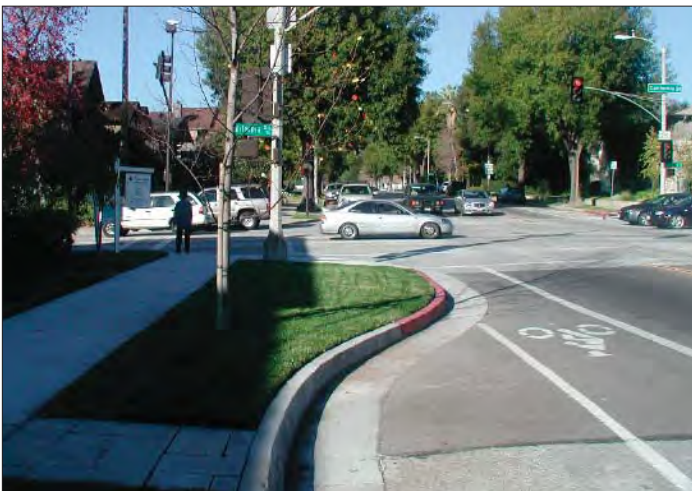
- Moderate the speed of vehicles without unreasonably impeding movement
- Provide convenient curbside parking for visitors or customers
- Plant or replant street trees to shade and shelter the pedestrian and to improve the quality of the public realm

Within these parameters, it is intended that the streets in the plan area will provide a rich variety of design and detailing to the public realm. As such, following guidelines are provided:

Curb Extensions

Curb extensions are recommended to improve pedestrian safety, comfort, and convenience, where feasible. Advantages of curb extensions include a) reduction of pedestrian crossing distance and time, b) reduction of visual width of roadway, and hence driving speeds, and c) provision of additional space for tree plantings.

Generally, the existing curb-to-curb width – typically 40 feet – of most of the plan area streets is greater than ideal. For streets that do not carry large amounts of through traffic, a curb-to-curb width of 36 feet is suitable for the pedestrian. This allows for wider sidewalks, which will moderate vehicular speeds. Curb extensions at corners and at mid-block achieve a similar benefit. Curb extensions shall not impede the circulation of buses, delivery trucks, emergency vehicles and bicycles. Curb extensions shall not extend beyond the parking lane.



An example of a curb extension.



A curb extension with infiltration planters and enhanced crosswalk.

Crosswalks

Safe street crossings are an important component of the pedestrian network for any urban neighborhood. As noted above, improving pedestrian comfort, safety and convenience is the central goal of the streetscape improvement program of this Specific Plan. The following general guidelines are provided for crosswalk design:

1. Crosswalks should be clearly marked.
 2. Where applicable, curb extensions should be provided to reduce the pedestrian crossing distance and time, thus improving pedestrian comfort and safety.
 3. On streets with significant retail activity, mid-block crosswalks should be considered, as in many cases they can significantly increase retail sales by encouraging shoppers to shop both sides of the street.
 4. In-pavement LED lighted crosswalks should be installed, as feasible, at intersections that are not controlled by a traffic signal. LED lighted crosswalks shall be based on the County's established guidelines.
- lights should normally be located midway between adjacent trees, and are commonly spaced every 2 or 3 trees, hence 60 to 100 feet on center.
3. On streets where parking spaces are marked – either parallel or angled – trees should be located where they will not impede the opening of car doors or pedestrians accessing the sidewalk. Where parking is parallel to the curb, trees are best positioned near the front or back of the space, so that they align with a fender rather than a door.
 4. The size and type of tree well should be sufficient for the tree and appropriate to the desired streetscape character. In retail areas it is important that the planter not reduce the walkable sidewalk surface. In such cases, tree grates are generally recommended. In residential streets, a softer appearance may be preferable and ground plantings in larger planters or in continuous parkway strips may be provided.
 5. Tree wells should utilize Low Impact Development (LID) designs that encourage storm water to slowly infiltrate through plants and soils in order to reduce the burden on storm drains and downstream discharge points, to cleanse water before it is discharged into storm drains, and to recharge the aquifer basin.

Tree Wells

When locating new tree wells in an existing street, important design considerations include:

1. In the ideal urban tree canopy, adjacent trees at maturity generally touch one another. The typical tree spacing is generally 30 feet, plus or minus 5 feet.
2. Tree spacing and placement must be coordinated with street light placement. Street



A V-gutter allows storm water to flow between the parking and the street.



A crosswalk can be defined by striping and/or a change in paving material.

Street Furniture

A varied palette of street furnishings that respond to the needs of pedestrians is recommended. Benches and trash receptacles, for instance, should be provided on busy shopping streets for customer comfort and litter control. These should be well-designed and functional, and should harmonize with the overall urban design of that street or that place.

Street furniture, traffic control boxes, and other infrastructure should not block the pedestrian way. Benches, in particular, should be placed with careful consideration of their relationship to surrounding buildings and businesses. Benches placed perpendicular to the street are often best, as the sitter is neither staring at one storefront nor at passing traffic or sides of parked cars. Benches outside bakeries or coffee shops can be very pleasant for customers of those businesses. And of course benches at bus stops are always desirable. Benches in areas with low volumes of pedestrian traffic are generally unnecessary and may attract sleepers. Mid-bench arms that are added to discourage sleeping should be far enough apart so that two people can sit comfortably side by side.

Street Lights. Street lights are a very important element of any urban streetscape, affecting its daytime appearance and its nighttime character and safety.

Each of the major streets in the plan area should have a consistent type of fixture. Fixtures mounted on poles less than 35 feet in height and space approximately 70 to 100 feet apart are recommended. This scale of fixture creates a rhythm and scale that is

pleasant for the pedestrian and helps to define the space of the street, rather than just flooding it with light. Light fixtures should be shielded to direct light to the ground and keep it from shining up towards the sky.

PARKING STRATEGY

The purpose of the Parking Strategy is to provide sufficient on-site parking to accommodate the majority of traffic generated by a range of uses over time. Sites that are located in close proximity to rail transit, have good street connectivity, and good pedestrian facilities may need little or no off-street parking. It is recognized that excessive minimum parking requirements unduly increase the cost of construction, operation, and maintenance of properties. This Strategy provides options to conventional parking requirements and the provision of alternatives that are well-suited for a mature, transit-oriented community.

Transit-supportive development and bicycle parking will encourage transit use, bicycling, and walking. The provision of carpool parking, and locating it close to the building entrance, will encourage carpool use. Parking should correspond to broad uses and building types, not specific uses, and emphasize the long term. These objectives and strategies will ensure that reasonable regulations address older properties and undersized parcels, while providing new parking designed in a manner consistent with goals and policies of this Specific Plan.



Example of tree grate



Street furniture example: Metal bench with mid-bench arm support

Objectives

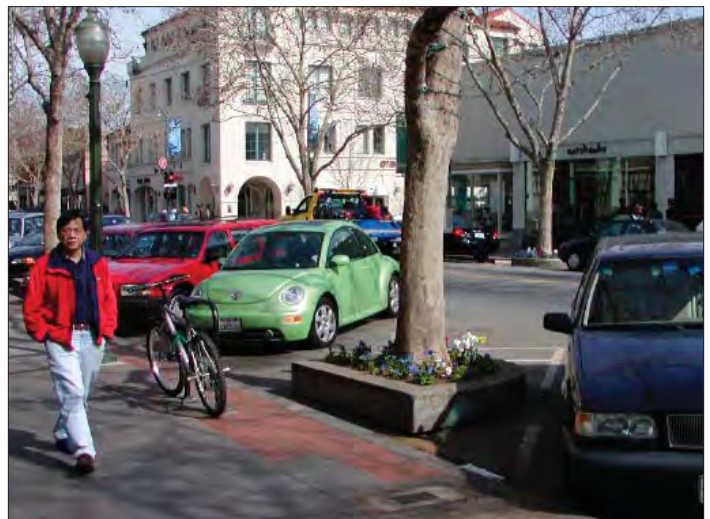
- Enable motorists to park once by encouraging shared parking facilities.
- Reduce diffused, inefficient, single-purpose parking.
- Avoid adverse impacts on residential neighborhoods.
- Maximize on-street parking and provide opportunities for on-street diagonal parking.
- Increase visibility and accessibility of existing parking.
- Provide flexibility for the redevelopment of smaller parcels and for the preservation and rehabilitation of older and historic buildings.
- Promote flexible and creative incentives and solutions.
- Recognize and accommodate multi-modal transportation options that include walking, bicycling, bus, rail, carpooling, as well as the automobile.
- efficient use of existing facilities.
- Allow for shared, off-site residential parking to encourage the more efficient use of existing facilities.
- Establish on-street diagonal parking, where feasible.
- Establish fee-based on-street parking, where feasible.
- Facilitate public parking opportunities on County-owned parcels and parking lots.
- Establish preferential parking on residential streets to limit non-resident parking and to make it easier for residents to find a parking space on their block. Preferential parking may be established pursuant to the County's guidelines on preferential parking districts.
- Require parking for bicycles and carpools.

Strategies

- Reduce the amount of required parking for residential and non-residential development in order to lower construction costs and to foster a transit- and a pedestrian-supportive community.
- Reduce loading space requirements for smaller parcels to lower construction costs and to allow for on-street loading, where feasible.
- Eliminate additional parking requirements for a change of use in existing buildings, to lower construction costs and to foster adaptive reuse.
- Encourage shared parking to allow for the more



Street lights are important elements in the day and at night



Curb-side parking provides a convenient place to park for retail without the need for large parking lots

BICYCLE SHARING SYSTEM STRATEGY

Bicycle sharing systems provide meaningful access to public transportation and help address the problem of the “first and last mile.” Moreover, bicycle sharing programs, like all forms of active transportation, provide numerous benefits, such as reduced carbon emissions and improved public health. The vision of bicycle sharing system is a community of travelers with new opportunities to walk or ride a bicycle as part of their everyday life. The vision of this system is the creation of an improved transportation system that offers not only choices among travel modes for specific trips, but more importantly presents these options in a way that they are real choices that meet the needs of individuals and the community as a whole.

Objectives

- Support the development of a fully integrated multimodal transportation network
- Increase bicycle and pedestrian mileage
- Improve the connections among bicycle, pedestrian, and transit systems
- Allow people to bicycle safely, conveniently, and comfortably within five miles of their destination

Strategies

- Coordinate efforts with Metro, other agencies, cities, and businesses in bicycle sharing planning, implementation, and operation.
- Support and facilitate an integrated bicycle sharing system within East Los Angeles and the region
- Facilitate a seamless system among the various cities and agencies so that bicycle sharing and bike parking station technology is compatible and can be seamlessly used by patrons



Example of Bike Sharing Station



Example of creatively designed bicycle rack

Chapter 4 HISTORIC PRESERVATION

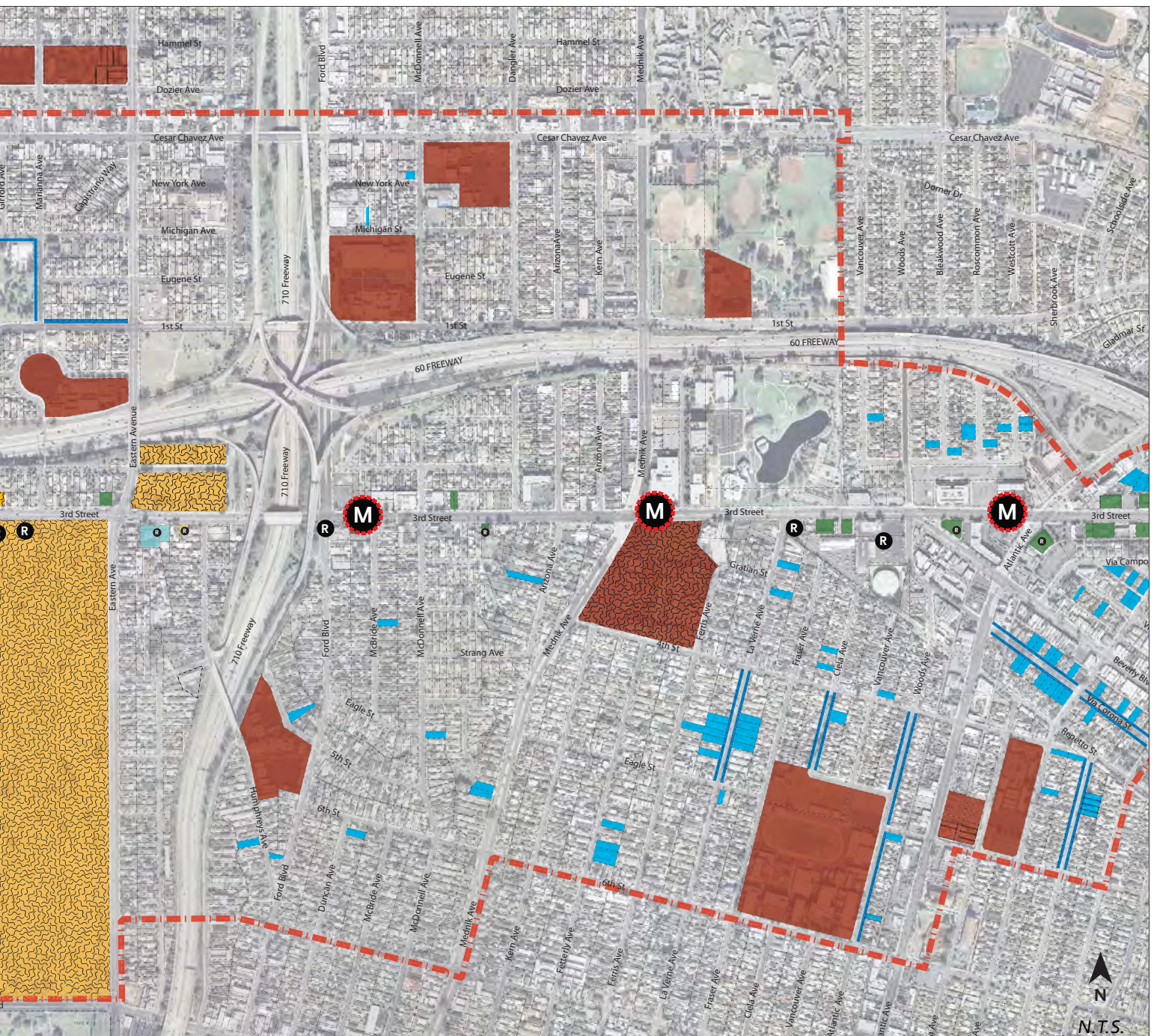


FIGURE 4.A HISTORIC RESOURCES



HISTORIC PRESERVATION

Through observation and research, it was determined that there are historic, architectural and cultural resources in the plan area (See Figure 4.A). Currently, there is no historic designation or review process in place in the County of Los Angeles that would help protect these resources or help in the revitalization to restore the historic character to the area. This section puts together a framework for a preservation strategy to foster historic preservation through community education, technical assistance and financial incentives for property owners to assist with redevelopment.



The common or historic neighborhood names associated with the project area are Belvedere, Occidental Heights, Maravilla Park, Belvedere Gardens, Eastmont and Bella Vista. Currently, 3rd Street is a mix of residential and commercial property types but began as a residential street in the late 1880s. The surrounding neighborhoods are almost exclusively residential. (See the Appendix for additional historical data.)

PURPOSE

The purpose of this preservation strategy is to establish goals and objectives for the continued maintenance and protection of the historic resources in the project area. The goals are organized around concept areas of preservation policy: 1) public awareness; 2) identification, evaluation and protection of historic resources; 3) incentives; and 4) integration with community development programs.

Goal 1: Increase public awareness of the history of East Los Angeles and historic preservation policies and practices through the display of public art, plaques, interpretive signage, and other similar exhibits.

Heritage education in the schools can create a sense of pride in East Los Angeles and stronger feeling of connection to the community. Plaques, public art and exhibits that direct attention to historic resources are a powerful way to illustrate and interpret the history of the built environment.

Educating the citizens of East Los Angeles is essential to the development of an effective historic preservation program. Education and outreach to the community should include both information about the history of the area and information about historic preservation policies and practices.

Objectives

- Promote the benefits of owning and rehabilitating historic property with the Mills Act Program.
- Promote East Los Angeles's historic and cultural resources through a variety of programs and activities related to cultural and ethnic groups.
- Encourage public comment and participation in preservation decision-making during the landmark designation process.
- Promote interpretation of local history through walking tours. Develop a signage/wayfinding program with maps and markers related to historic buildings and sites in the community
- Identify property types that explain community history and development.



From top:

- View north from Whittier and Atlantic, circa 1924
- View north from Whittier and Atlantic, circa 1930
- Intersection of 3rd Street and Indiana Street, circa 1927
- A home in the Belvedere neighborhood, circa 1943



Goal 2: Protect historic and cultural resources from demolition and inappropriate alterations.

Federal, state and local regulations that protect historic and cultural resources are based on identification and designation. The community of East Los Angeles does not have a local designation process or regulations that protect historic resources. The area must rely on federal and state law, which is limited in its protection value.

Inappropriate alterations and/or additions to historic resources raise important concerns. Historic resources, and/or the context in which they are meaningful, may be damaged due to alterations, additions or demolition.

The purpose of this goal is to bring awareness to the available procedures and mechanisms that will help protect historic resources.

Objectives

- Discourage the demolition or inappropriate alteration of historic buildings.
- Encourage maintenance of historic resources to help restore historic character of neighborhood.
- Encourage stricter code enforcement to eliminate inappropriate alterations, and promote health, safety, and sustainability.
- Ensure compliance with California Environment Quality Act (CEQA) and Section 106 of the National Historic Preservation Act.

- Encourage salvaging of architectural elements that would otherwise be transported to landfills as a result of alterations or demolition.

Goal 3: Promote the preservation of historic and cultural resources through incentives and technical assistance.

Incentives are an effective way to encourage preservation of historic resources.

Available resources currently include: the Community Development Block Grants program, and the Home funds program through the Community Development Commission of the County of Los Angeles.

Promotion of the available incentives and technical assistance will result in many more historic and cultural resources in East Los Angeles being preserved for future generations.

Objectives

- Promote and award financial incentives through the Mills Act Program
- Promote the revitalization of historic properties through the Mills Act Program.
- Promote available resources for homeowners through the Community Development Commission.
- Train County staff and community members to

provide technical assistance to property owners concerning the maintenance, rehabilitation and restoration of historic resources.

Goal 4: Integrate historic preservation into the community and economic development strategies.

Historic preservation is a proven, effective community and economic development strategy. Unique historic structures are the signature of many communities and East Los Angeles is no exception. Neighborhoods of housing stock representing the eastward development pattern including Craftsman bungalows, Revival styles and Modern traditional, in addition to distinguished commercial and civic buildings that make East Los Angeles a unique place.

Historic preservation projects result in investment in the local economy. Policies that help preserve neighborhoods involve both historic preservation and economic development.

Objectives

- Use historic preservation as a basis for neighborhood improvements and community development.
- Develop neighborhood Bungalow Revitalization and Conservation Zone program designed to foster an appreciation of the residential bungalow as a distinctive housing type, encourage appropriate rehabilitation, and assist owners with adapting their homes to current needs, which in turn helps to strengthen their neighborhoods.



Family in the Belvedere neighborhood, circa 1937



Intersection of Whittier Boulevard and Atlantic Boulevard, circa 1910-1920 (Adjacent to Plan area)



Security Bank , circa 1923



A group of craftsmen houses, circa 1915



Historic Aerial of East Los Angeles in 1928 (Plan Area) before freeways were constructed



Historic Aerial of East Los Angeles in 1952 (Plan Area)

Chapter 5 FORM-BASED CODE



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East Los Angeles 3rd Street Specific Plan Form-Based Code

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Part 5 of Chapter 22.46 of Title 22

An ordinance establishing a form-based development code, known as the East Los Angeles 3rd Street Specific Plan Form-Based Code.

THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES ORDAINS AS FOLLOWS:

22.46.3000 Establishment of Form-Based Code

- A. The Board of Supervisors establishes the East Los Angeles 3rd Street Specific Plan Form-Based Code (Form-Based Code or ordinance) pursuant to Chapter 22.46 of Title 22 of the Los Angeles County Code for the Specific Plan area shown on Regulating Plan Map (Figure 1).
- B. The Board of Supervisors established the East Los Angeles 3rd Street Specific Plan (Specific Plan) pursuant to Government Code section 65356 through adoption of a Resolution. This policy document is comprised of the following sections: Introduction and Vision, Chapter 1 (Goals and Policies), Chapter 2 (Public Realm), Chapter 3 (Mobility), Chapter 4 (Historic Preservation), and Chapter 5 (Form-Based Code or ordinance).

22.46.3001 Intent and Purpose

This Form-Based Code is established to:

- A. Update development standards by establishing a Form-Based Code, which translates the Specific Plan goals and policies into prescriptive evaluation standards and implementing options, ensuring that new development exhibit high standards of urban design, architecture and landscaping.
- B. Establish allowable uses and provide procedures for implementing requirements for these uses. The requirements contained herein provide the necessary flexibility to accommodate future development and to achieve compatibility between land uses.
- C. Set forth comprehensive principles, standards, implementing options, and procedures to ensure the orderly development of the Specific Plan area into a mixed-use and multi-modal community with residences, offices, entertainment, dining, and retail venues that create business and job opportunities to enhance the economic vitality of the County of Los Angeles consistent with the intent, purpose and goals of the General Plan.
- D. Provide added opportunities to expand residential and commercial uses by allowing additional allowed commercial floor area and dwelling units within the Specific Plan area.

22.46.3002 Applicability

- A. General Applicability. The Form-Based Code for the Specific Plan area shall apply to all new development projects for which a complete application has been filed on or after the effective date of the ordinance containing these regulations. A complete application that was filed before the effective date of the Form-Based Code shall comply with the regulations and all applicable Title 22 provisions that were in effect at the time that the respective complete applications were filed.

B. Additions, Repairs, or Modifications to Existing Development. The standards and regulations contained in this Form-Based Code shall apply to additions, or modifications to existing development, and new uses proposed for existing facilities, except where stated below. When additions are made to existing development that is not otherwise exempt by this subsection 22.46.3002.B, the Form-Based Code regulations shall apply only to the addition. When modifications are made to existing development, such as new signs, landscaping, facade treatments, parking, or a change in use, only those aspects being modified shall be required to be in compliance with the Form-Based Code regulations.

1. Normal maintenance to an existing building or structure which is necessary to ensure it is safe and habitable for its ordinary and intended use;
2. Remodeling of interior space which does not cause an increase in the gross square footage of nonresidential floor area, the number of hotel rooms, or the number of dwelling units, and if such interior remodeling does not cause windows to be removed;
3. Modifications to properties with a valid conditional use permit in good standing upon the effective date of this Form-Based Code shall not be subject to the regulations contained herein and instead shall be allowed to conform to the condition of approval requirements of said conditional use permit, and may be amended pursuant to Part 11 of Chapter 22.56 of Title 22 or a Revised Exhibit "A" in compliance with the requirements of the zoning district in effect for such property prior to the effective date of this Form-Based Code; except when a new conditional use permit is required, in which case the Form-Based Code regulations shall apply to that new conditional use permit application.
4. Designated Historic Landmark. The Hearing Officer, pursuant to a Specific Plan Substantial Conformance Review, may waive provisions of this Form-Based Code for the repair or restoration of a Designated Historic Landmark.

C. Non-Conforming Uses, Buildings, or Structures.

1. Generally. Except as otherwise provided for in this subsection C.1, the nonconforming use and structure provisions in Sections 22.56.1500, et seq., of Title 22 shall apply to all uses and structures in the Specific Plan area that were legally established or built prior to the effective date of the ordinance containing the Form-Based Code regulations, except for the following:
 - a. The termination period enumerated in section 22.56.1540 shall not apply to dwelling units that legally existed prior to the effective date of this ordinance. For the purposes of this subsection C.1, dwelling units that legally existed prior to the effective date of this Form-Based Code shall be considered conforming.
 - b. Buildings that were originally constructed as a Neighborhood Market in an underlying residential zone and which legally existed prior to the effective date of this Form-Based Code may be made a conforming use with an approved Specific Plan Substantial Conformance Review pursuant to section 22.46.3003.D. of this Form-Based Code.
 - c. Earthquake Hazard Reduction. Alterations to nonconforming buildings or structures due to seismic retrofitting requirements in compliance with Chapters 95 and 96 of Title 26 (Building Code) are allowed; and the provisions in section 22.56.1510.H related to

the maintenance of nonconforming buildings or structures shall not apply to such alterations.

- D. Existing Uses of Right to Conditional Uses and Nonconforming Uses. Any existing structure or use established as a conditional use permit or is authorized to continue pursuant to a nonconforming use permit, under any previous regulations contained in Title 22, shall be a lawful conditional use or nonconforming use upon the effective date of this Form-Based Code. Such conditional use permit or nonconforming use permit status is subject to all conditions of approval contained therein.
- E. Large Projects. All new development in which a proposed building or structure is greater than 30,000 gross square feet in floor area, or a proposed addition or alteration to an existing building or structure increases or decreases the gross floor area by 30,000 square feet, such development shall require a Specific Plan Substantial Conformance Review determination pursuant to Section 22.46.3004.D.

22.46.3003 Administration

- A. Other Requirements May Apply. No provision in this Form-Based Code eliminates the need for obtaining any other permit required by the County, or any permit, approval or entitlement required by any other applicable special district or agency, and/or the regulations of any State, or Federal agency.
- B. Prohibited Uses and Facilities. Any other uses and facilities not listed in or defined in section 22.46.3005 of this Form-Based Code as allowed uses and facilities are prohibited.
- C. Severability. If any provision of this Form-Based Code or the application thereof to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, such invalidity shall not affect other Form-Based Code provisions, clauses, or applications thereof which can be implemented without the invalid provision, clause or application, and to this end the provisions and clauses of this Form-Based Code are declared to be severable.
- D. Relationship to Title 22 of the County Code.
 - 1. The provisions contained in this Form-Based Code shall be considered in combination with the provisions set forth in Title 22 (Planning and Zoning) of the County Code.
 - 2. Where provisions of this Form-Based Code conflict with provisions of Title 22, this Form-Based code shall govern.
 - 3. Where provisions of this Form-Based Code are silent Title 22 shall govern.
- E. Provisions of this Form-Based Code are activated by “shall” when required; “should” when recommended; and “may” when optional.
- F. Capitalized terms used throughout this Form-Based Code are defined herein.
- G. The metrics contained herein are an integral part of this Form-Based Code. However, the diagrams and illustrations that accompany them should be considered guidelines. Where in conflict, numerical metrics shall take precedence over graphic metrics.

- H. Encroachments in Public Right-of-Way. All design features including, but not limited to, canopies, awnings, overhanging roofs, ornamental light fixtures, columns, or other architectural elements that encroach within the public right-of-way shall be subject to Title 16 and Title 26 of the County Code, as applicable.

22.46.3004 Project Review Procedures

- A. No new uses shall be established and no grading or building permits shall be issued until an application has been approved pursuant to the required permit type as listed in section 22.46.3009 and the applicable procedures set forth in Titles 21 and 22 not addressed by this Form-Based Code.
- B. Ministerial Site Plan Review.
1. Review Authority. The Director shall have the authority to review projects subject to a Ministerial Site Plan Review for substantial compliance with the applicable requirements of this Form-Based Code and of Title 22.
 2. Application Requirements. A Ministerial Site Plan Review application shall be completed on a form provided by the Department, and shall include all information required, payment of required fee in Part 2 of Chapter 22.60, and filing the application with the Department.
 3. Determination. If the project is in compliance with the applicable requirements of this Form-Based Code and applicable provisions of Title 22 not addressed by this Form-Based Code, the Director shall grant a Site Plan Review approval. If the project fails to be in compliance with the applicable requirements of this Form-Based Code or applicable provisions of Title 22 not addressed by this Form-Based Code, the Director shall deny the application for a ministerial Site Plan Review.
- C. Modification.
1. Review Authority. The Hearing Officer shall have the authority to review projects requesting a Modification for substantial compliance with the applicable requirements of this Form-Based Code and Title 22.
 2. Application Requirements. A modification application shall be completed using the Zoning Permit Application, and shall include all information required, payment of required fee in Part 2 of Chapter 22.60, and filing the application with the Department.
 3. Procedures. A modification shall be reviewed pursuant to Part 4 of Chapter 22.60 of Title 22 (Public Hearings).
 4. Determination. Pursuant with Part 1 of Chapter 22.60 of Title 22 (Public Hearings) and upon determination by the Hearing Officer that the request for a modification is consistent with the principles and standards of Section 22.56.1690 of Part 12 of Title 22, the Hearing Officer may approve the following modifications:

Requirement	Maximum Modification
a. Lot Width	10%

Requirement	Maximum Modification
b. Setback Requirements	15%
c. Building Height	10%
d. Building Size/Massing	15%
e. Open Space Area/Landscaping	15%
f. Sign Height/Width/Area	10%
g. Parking Spaces	10%
h. Loading Areas	May be modified or waived.

Table 1, Modifications

5. Appeals. The decision of the Hearing Officer may be appealed pursuant to Part 5 of Chapter 22.60 of Title 22 (Appeal Procedures).
6. Revisions to Modification. Revisions to a modification grant may be approved by the Director with a Revised Exhibit "A" if the intent of the original approval is not affected. Revisions that would deviate from the intent of the original approval shall require the approval of a new modification.

D. Specific Plan Substantial Conformance Review.

1. Review Authority. The Hearing Officer shall have the authority to review projects subject to a Specific Plan Substantial Conformance Review for substantial compliance with the applicable standards and implementing options of this Form-Based Code and applicable provisions of Title 22 not addressed by this Form-Based Code.
2. Application Requirements. A Specific Plan Substantial Conformance Review application shall be completed using the Zoning Permit Application, and shall include all information required, payment of required fee in Part 2 of Chapter 22.60, and filing the application with the Department.
3. Procedures. A Specific Plan Substantial Conformance Review shall be reviewed pursuant to Part 1 of Chapter 22.60 of Title 22 (Public Hearings).
4. Burden of Proof. The applicant shall substantiate to the satisfaction of the Hearing Officer the following:
 - a. The approval of the project is in conformance with applicable provisions of this Form-Based Code and pertinent provisions of the Title 22.
 - b. The approval of the project is in the interest of the public health, safety, and general welfare.
 - c. Site layout, open space, orientation and location of buildings, vehicular access, circulation and parking, setbacks, heights, walls and fences, are designed to provide a desirable environment within a unifying context that encourages increased pedestrian activity and promotes compatibility among neighboring land uses.

- d. Architectural character, scale, and quality of design, building materials, colors, screening of exterior appurtenances, and signs, are designed to ensure the compatibility of the development with the Form-Based Code and the character of the neighborhood.
 - e. Landscaping, including the location, type, size, color, texture, and coverage of plant materials planned at the time of planting are designed and developed to complement buildings and structures, and to provide an attractive environment for the enjoyment of the public, and there is a provision for irrigation, maintenance, and protection of landscaped areas and similar elements providing visual relief.
 - f. Parking areas are designed and developed to buffer surrounding land uses; complement pedestrian-oriented development; enhance the environmental quality of the site, including minimizing storm water run-off and the heat-island effect; and achieve a safe, efficient, and harmonious development.
 - g. Lighting and lighting fixtures are designed to complement buildings, are of appropriate scale, avoid creating glare, and provide adequate light over walkways and parking areas to create a sense of pedestrian safety.
- 5. Appeals. The decision of the Hearing Officer may be appealed pursuant to Part 5 of Chapter 22.60 of Title 22 (Appeal Procedures).
 - 6. Revisions to Specific Plan Substantial Conformance Review. Revisions to a Specific Plan Substantial Conformance Review may be approved by the Director with a Revised Exhibit "A" if the intent of the original approval is not affected. Revisions that would deviate from the intent of the original approval shall require the approval of a new Specific Plan Substantial Conformance Review.
- E. Conditional Use Permit. The review procedures for a Conditional Use Permit shall be the same as those prescribed in Part 19 of Chapter 22.56 of Title 22 (Conditional Use Permit), except that in addition to the required burden of proof in Section 22.56.040 of Title 22, the burden of proof for a Specific Plan Substantial Conformance Review in Section 22.46.3004 of this Form-Based Code shall also be met.

22.46.3005 Definitions of Uses and Terms

The following definitions shall apply to the uses and terms when used in this Form-Based Code.

A. Definitions of Uses.

- 1. Alcoholic Beverage Sales: A place of business selling alcoholic beverages for on-site or off-site consumption, and where the sale of food may be incidental to the sale of such beverages. This includes any establishment that has a valid alcoholic beverage control license from the State. Alcohol beverage sales may include, but is not limited to restaurants, bars, taverns, liquor stores, cocktail lounges, nightclubs, or supper clubs.
- 2. Auto-Related, Commercial: A place of business serving auto-related needs including, but not limited to: car rental; car wash; gas station; mechanic offering routine minor maintenance, such as fluid replacement, wiper blade replacement, flat tire repair or similar activities that produce minimal noise, vibration or fumes and that exclude activities listed under the definition of "auto-related industrial establishment" in this subsection; consumer

retail auto parts; indoor vehicle sales. Excluded are: auto-related commercial storage facilities and drive-through establishments.

3. **Auto-Related, Industrial:** A facility conducting activities associated with the repair or maintenance of motor vehicles, trailers, and similar large mechanical equipment; paint and body work; major overhaul of engine or engine parts; vehicle impound or wrecking yard; outdoor vehicle sales, storage or repair; and government vehicle maintenance facilities. This includes auto related uses not otherwise allowed within the auto related commercial establishment category.
4. **Artisan/Craft Product Manufacturing:** An establishment that manufactures and/or assembles small products primarily by hand, including jewelry, pottery and other ceramics, as well as small glass and metal art and craft products, where any retail sales, if any, are incidental to the manufacturing activity.
5. **Commercial, General:** A place of business providing the sale and display of goods or sale of services directly to the consumer, with goods available for immediate purchase and removal from the property by the purchaser. General commercial goods include, but are not limited to, clothing, food, furniture, pharmaceuticals, books, antiques, art. General commercial service includes, but is not limited to, barber/beauty shops, bicycle rentals, travel agencies, retail stores, banks, retail dry cleaning with limited equipment, express delivery service, photo studios, repair service establishments, employment office, and veterinary clinic. Excluded are drive-through establishments.
6. **Commercial, Restricted:** A use which because of its characteristics or location with reference to its surroundings may be suitable only in specific locations and only if such uses are designed or arranged on the site in a particular manner. The Hearing Officer may impose conditions to ensure the purpose and intent of this Form-Based Code are satisfied including, but not limited to, location, construction, maintenance, operation, site planning, traffic control, and time limits for the use. Restricted Commercial may include, but is not limited to, tobacco shops, cigar bars, hookah bars, nail salons, dry cleaning plants, mortuary, tattoo and body piercing, massage parlors, check-cashing stores, bail bonds, pawn shops, food and beverage processing.
7. **Community Facility:** A non-commercial facility established primarily for the benefit and service of the general public of the community in which it is located. Such facilities may include, but are not limited to: community centers, County field offices, police and fire stations, and cultural facilities, such as libraries and museums.
8. **Community Residence:** Includes, but is not limited to, the following uses:
 - Adult day care facility
 - Adult residential facility
 - Child care centers
 - Dormitory
 - Family child care home, large
 - Family child care home, small
 - Foster family home
 - Group home, children, limited to six or fewer persons
 - Group home, children
 - Homeless shelter

- Juvenile hall
 - Small family home, children
9. **Community Support Facility:** A facility providing basic services, for the benefit and service of the population of the community in which it is located. Such facilities may include but are not limited to: extended care facilities, nursing homes, convalescent homes, continuing care facility, or assisted living facility.
 10. **Designated Historic Landmark:** Is a property that meets either of the following:
 - a. Listed in the National Register of Historic Places as defined in Section 1.191-2(b) of Title 26 of the Code of Federal Regulations.
 - b. Listed in any State or County official register of historical or architecturally significant sites, places, or landmarks.
 11. **Entertainment, Major:** A place of business serving the amusement and recreational needs of the community with an occupant load of 200 or more people. Such facility may include, but is not limited to: cinemas, billiard parlors, cabarets, teen clubs, dance halls, or game arcades.
 12. **Entertainment, Minor:** A place of business serving the amusement and recreational needs of the community with an occupant load of less than 200 people. Such facility may include, but is not limited to: cinemas, billiard parlors, cabarets, teen clubs, dance halls, or game arcades.
 13. **Food Service:** A place of business dedicated to the preparation and sale of food and beverage for immediate consumption on or off-site.
 14. **Infrastructure and Utilities:** A facility or structure related to the provision of roads, transit facilities, water and sewer lines, electrical, telephone and cable transmission, wireless telecommunication facilities and all other utilities and communication systems necessary to the functioning of a community.
 15. **Learning Center:** A facility offering to students training, tutoring or instruction in subjects such as languages, music, fine arts, or dance. This may include provision of electronic testing and distance learning.
 16. **Major Facility:** A facility of an institutional nature including but not limited to hospitals, public health and social service facilities, medical clinics, research facilities, shelters, judicial buildings, jails, juvenile halls, detention facilities, cemeteries, mausoleums, ambulance services, pharmaceutical laboratories, human testing, animal husbandry, incinerators.
 17. **Manufacturing and Processing Facility:** A facility primarily engaged in the manufacturing, processing, repair or assembly of goods.
 18. **Office:** A building or portion thereof used for conducting a business, profession, service, or government function. Such facilities may include, but are not limited to, offices of attorneys, engineers, architects, physicians, dentists, accountants, financial institutions, real estate companies, insurance companies, financial planners, or corporate offices, and excludes manufacturing activities.

19. Place of Assembly: A facility for public assembly including, but not limited to: arenas, auditoriums, banquet halls, conference facilities, convention centers, exhibition halls, major sports facilities, theaters and performing arts centers.
20. Products and Services Facility: A public or private facility providing industrial and other services to individuals or businesses. This may include but is not limited to laundry/dry cleaning plants; metal, machine or welding shops. This may also includes special services such as pharmaceutical laboratories, animal kennels, government maintenance facilities, and solid waste facilities.
21. Public Parking: A non-accessory parking facility available to the general public for parking motor vehicles, including parking lots or parking structures. This use does not include parking located in the public right-of-way.
22. Recreational, Commercial: A place of business providing group leisure activities, often requiring equipment and open to the public with or without entry or activity fees. This may include, but is not limited to: game courts, skating rinks, bowling alleys, and commercial golf facilities, gyms, or sports rooms.
23. Recreational, Non-Commercial: A non-commercial facility, primarily an open space, serving the recreation needs of the general public. This may include but is not limited to: golf courses, parks, playfields and playgrounds.
24. Religious Facility: A facility used for regular organized religious worship and related activities.
25. Research Facility: A facility use primarily for research and development that does not involve the use of human testing, animal husbandry, incinerators, heavy equipment, mass manufacturing, fabrication, processing, or sale of products.
26. Schools: Any public, parochial, private, charitable or non-profit school, college or university, other than trade or business schools, which may include instructional and recreational uses, living quarters, dining rooms, restaurants, heating plants and other incidental facilities for students, teachers and employees, including educational uses such as: boarding, charter, pre-school, elementary school, middle school, high school, college and university.
27. Special Training/Vocational: A facility offering instruction or training in trades or occupations such as secretarial, paralegal, business, beauty, barber, bartender, acupuncture, massage, or other similar vocations. This classification excludes training and education for any activity that is not otherwise allowed in the zone.
28. Storage and Distribution Facility: A facility providing long-term or short-term storage, selling or distribution of merchandise. This includes but is not limited to: container yards; crating, packing and shipping service; heavy equipment sales, service and storage; storage, warehousing or distribution establishments; public storage facilities or commercial storage facilities; or outdoor storage of building materials.

B. Definitions of Terms.

1. Attic: The space between the ceiling joists and roof rafters of a structure. Attics may be accessible by a staircase or other means.

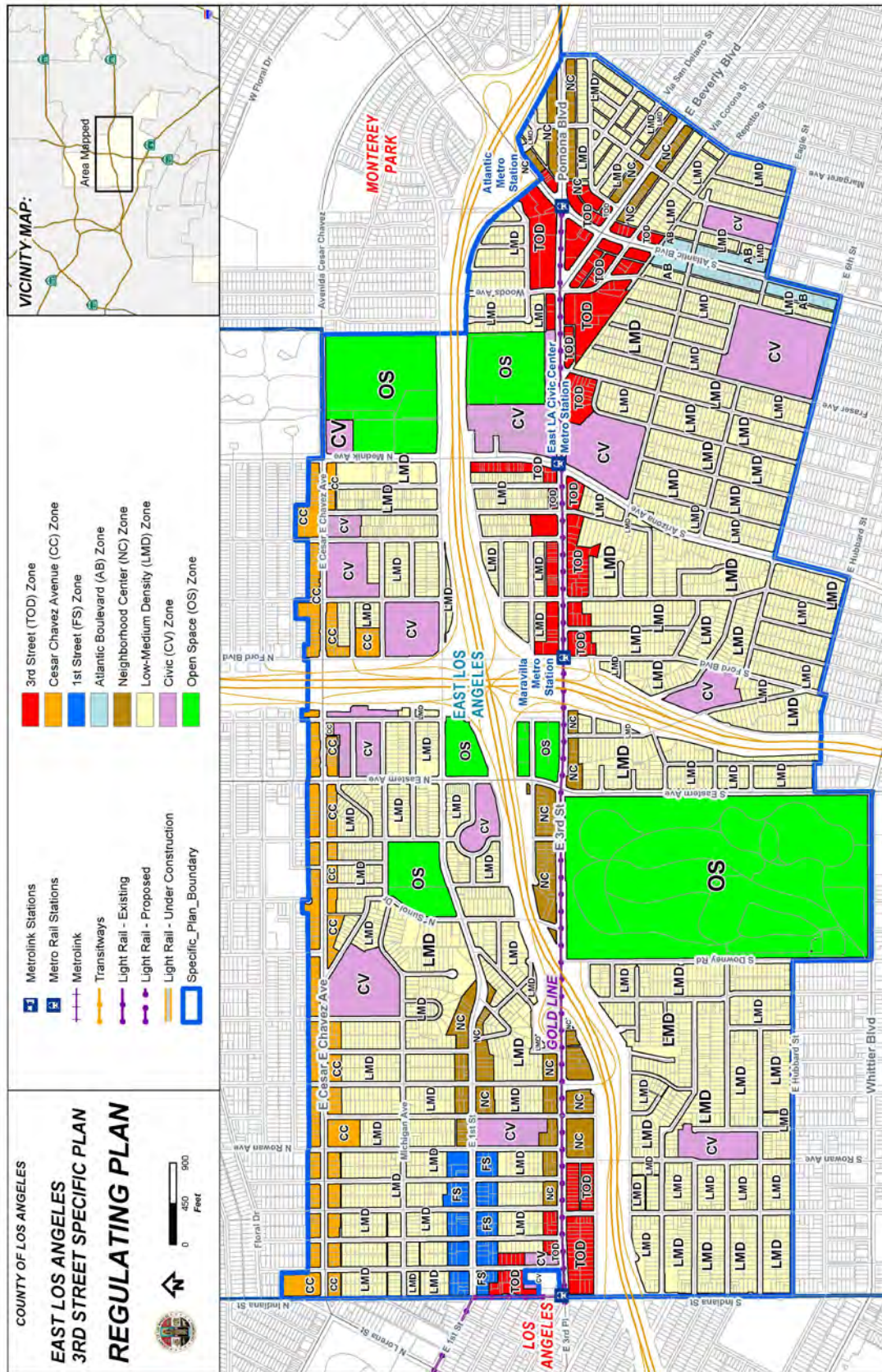
2. Arcade: See Frontage Type Standards for Arcade (Section 22.46.3011).
3. Awning Sign: See Sign Standards for Awning Sign (Section 22.46.3012).
4. Bulkhead: A low partition wall that located between the grade and window opening(s) used for the display of merchandise.
5. Cabinet Sign: Means a sign in which a removable sign face (usually with translucent sign graphics) is enclosed on all edges by a metal cabinet. A Cabinet Sign may also be multi-sided.
6. Civic Space: An open area dedicated for public use, typically for community gatherings.
7. "Clearly Visible From the Street": Where a project is "clearly visible from the street," the definition of the Street includes sidewalks, square, plaza, civic greens, parks, and all public space except alleys. A building element more than 30 feet from the building line or Street is considered not Clearly Visible From the Street. A common wall is considered not Clearly Visible From the Street.
8. Colonnade: A series of columns similar to an arcade but spanned by straight lintels rather than arches, linked together, usually as an element of a building.
9. Compatible: Means the characteristics of different uses or activities or design, which allow them to be located near or adjacent to each other so as to be in harmony and to avoid abrupt or severe differences. Some elements affecting compatibility include height, scale, mass and bulk of structures. Other characteristics include pedestrian or vehicular traffic, circulation, access and parking impacts. Other important characteristics that affect compatibility are landscaping, lighting, noise, odor, and architecture. Compatibility does not mean "the same as." Rather, compatibility refers to the sensitivity of development proposals in maintaining the character of existing development.
10. Court: See Building Type Standards for Court (Section 22.46.3010).
11. Creative Sign: A sign that meets requirements of Section 22.46.3012.F of this Form-Based Code and has a Creative Sign permit.
12. Curb, Curb Line: A stone, concrete, or other improved boundary marking the edge of the roadway or paved area.
13. Drive-through Establishment: Retail or service business where services may be obtained by motorists without leaving their vehicles. Examples include automated teller machines (ATMs), banks, pharmacies, and food service establishments.
14. Duplex/Triplex: See Building Type Standards for Duplex/Triplex (Section 22.46.3010).
15. Facade: The exterior wall of a building that is set along a frontage line that supports the public realm, and is subject to frontage requirements.
16. Flex Block: See Building Type Standards for Flex Block (Section 22.46.3010).

17. Flex Space: Ground level floor area that is structurally built to accommodate both residential and non-residential uses; such as that in a live-work building.
18. Forecourt: See Frontage Type Standards for Forecourt (Section 22.46.3011).
19. Front Yard/Porch: See Frontage Type Standards for Front Yard/Porch (Section 22.46.3011).
20. Gallery: See Frontage Type Standards for Gallery (Section 22.46.3011).
21. Half-Story: A partial story located above a full story and underneath a sloping roof, where the roof planes intersect two opposite exterior walls at a height of no more than 3 feet above the half-story floor level.
22. House: See Building Type Standards for House (Section 22.46.3010).
23. Hybrid Court: See Building Type Standards for Hybrid Court (Section 22.46.3010).
24. I-710: Refers to Interstate Highway 710, otherwise known as the Long Beach Freeway.
25. Lined Block: See Building Type Standards for Lined Block (Section 22.46.3010).
26. Live/Work: See 'Flex Space.'
27. Main Entrance. A main entrance is the entrance to a building that most pedestrians are expected to use. Generally, each building has one main entrance and it is the widest entrance of those provided for use by pedestrians. In multi-tenant buildings, main entrances open directly into the building's lobby or principal interior ground level circulation space. When a multi-tenant building does not have a lobby or common interior circulation space, by definition there is no main entrance. In single-tenant buildings, main entrances typically open directly into lobby, reception, or sales areas
28. Neighborhood Market: A neighborhood serving retail store with merchandise oriented to daily convenience shopping needs, including fresh foods and produce. The sale of used merchandise is prohibited therein.
29. Relief: An architectural element in which forms or figures are distinguished from a surrounding plane surface or wall. Typical relief may include projecting detail or carved or molded ornamentation that projects from a flat surface.
30. Rowhouse: See Building Type Standards for Rowhouse (Section 22.46.3010).
31. Setback, Setback Line: The area of a lot measured from a lot line to a building facade or elevation that must be maintained clear of permanent structures except: galleries, fences, garden walls, arcades, porches, stoops, balconies, bay windows, terraces and decks, which are allowed to encroach into the setback.
32. Projecting Sign: See Sign Standards for Projecting Sign (Section 22.46.3012).
33. Shared Parking: An accounting for parking spaces that are available to more than one use.
34. Shop Front: See Frontage Type Standards for Shop Front (Section 22.46.3011).

- 35. Stoop: See Frontage Type Standards for Stoop (Section 22.46.3011).
- 36. Story: A habitable level within a building from finished floor to finished ceiling. Attics and raised basements are not considered a story for the purposes of determining building height.
- 37. Street, Front: A street that is predominately bordered by front lot lines and which the front facade of a structure would normally face.
- 38. Street, Side: A street or right-of-way that is not a front street or an alley.
- 39. Terrace: See Frontage Type Standards for Terrace (Section 22.46.3011).
- 40. Title 22: Means Title 22 of the County Code of Los Angeles County, California.
- 41. Transect Zone: A designated area governed by the regulations set forth in this Form-Based Code that describe the physical form and character of a place according to the desired intensity of its land use and urbanism. [See East Los Angeles 3rd Street Specific Plan, Introduction and Vision Chapter (Framework for the Change)]. See also Section 22.46.3009 (Transect Zone Standards).
- 42. Use, accessory: A use customarily incidental to, related and clearly subordinate to a principal use established on the same lot or lot of land, which accessory use does not alter said principal use nor serve property other than the lot or lot of land on which the principal use is located. "Appurtenant use" means the same as accessory use.
- 43. Wall Sign: See Sign Standards for Wall Sign (Section 22.46.3012).
- 44. Yard Sign: See Sign Standards for Yard Sign (Section 22.46.3012).

22.46.3006 Regulating Plan

- A. Purpose. This section establishes eight transect zones as delineated in Figure 1 Regulating Plan Map (See following page):
- 3rd Street (TOD)
 - Cesar E. Chavez Avenue (CC)
 - 1st Street (FS)
 - Atlantic Boulevard (AB)
 - Neighborhood Center (NC)
 - Low-Medium Density Residential (LMD)
 - Civic (CV)
 - Open Space (OS)
- B. Applicability. The Regulating Plan (Figure 1 Regulating Plan Map) applies to all land within the Specific Plan area.



22.46.3007 General Standards

A. Purpose. This section establishes standards that supplement the regulations of each transect zone. These standards are specific to particular aspects of development.

B. Standards for Non-Residential Uses.

1. Mechanical Equipment and Utility Standards. Mechanical equipment, including air conditioning, piping, ducts, and conduits external to the building, shall be concealed from view from adjacent buildings and street level by landscaping, grills, screens or other enclosures.
2. Outdoor Lighting. Outdoor lighting shall comply with the following requirements:
 - a. The light source (i.e., bulb, etc.) shall not be visible from off-site.
 - b. Glare and reflections shall be confined to the boundaries of the site. Each light source shall be shielded and directed away from adjoining properties and public rights-of-way.
3. Operational Standards. All non-residential uses shall be conducted and located within an enclosed building, except that the following uses may be conducted outside of an enclosed building:
 - a. Outdoor dining;
 - b. Bicycle sharing station;
 - c. Seasonal outdoor sales of plants, trees, or produce up to twice a year for up to five consecutive weeks;
 - d. Other outdoor uses as allowed by this Form-Based Code within the transect zone.
4. Allowed Outdoor Fixtures. Outdoor fixtures such as, tables, chairs, umbrellas, landscape pots, valet stations, bicycle racks, planters, benches, bus shelters, kiosks, and waste receptacles are allowed.
5. Prohibited Outdoor Fixtures. The following outdoor fixtures are prohibited where located outdoors and Clearly Visible From the Street:

Donation boxes; Machines such as, but not limited to, photo booths, penny crunching machines, blood pressure machines, fortune-telling machines, video games, animated characters and other such machines that are internally illuminated, or have moving parts, make noise, and/or have flashing lights; Inanimate figures such as horses, kangaroos, bears, gorillas, mannequins or any such animal, cartoon, or human figure.

C. Parking.

1. Purpose. This subsection regulates and ensures the provision for motor vehicles and bicycles. The subsection also provides options for adjusting parking requirements. These standards ensure that parking needs of new land uses and development are met, while

ensuring parking spaces are provided and located in a manner to promote the development of a walkable community.

2. General Parking Standards.

a. The minimum number of parking spaces shall be provided as required by the applicable transect zone (See Section 22.46.3009), except as follows:

- i. There is no minimum non-residential use parking for properties located within 500 feet from any Metro rail station, as measured along the thoroughfare right-of-way between both sites.
- ii. No additional parking spaces are required for accessory outdoor dining.
- iii. Change of land use. As long as the gross square footage of an existing building or structure is the same or less, no new parking or loading spaces are required for a change of land use. In the event that the gross floor area of the building or structure is increased, only the increased gross floor area shall provide parking and loading spaces as required by this subsection.

b. Off-Site Parking, non-residential. Required off-street parking for non-residential uses may be provided off-site if the following requirements are met:

- i. The required parking is provided in an off-street parking facility on another site within 500 feet of the site proposed for development, as measured along thoroughfare right-of-ways that provide access to both sites;
- ii. Pedestrian access between the site and the off -site parking area shall be via concrete or paved sidewalk or walkway; and
- iii. The owners of the site and the off-site parking area shall provide a recorded parking agreement or covenant in a form approved by the Director reflecting the arrangement between the sites.

3. Shared Parking, non-residential. The shared use of parking spaces may occur where two or more non-residential uses located on the same or separate sites are able to share the same parking spaces because their parking demands occur at different times or because parking demands can be managed in a shared parking facility. The shared use of required non-residential parking is allowed pursuant to a Specific Plan Substantial Conformance Review and shall include:

- a. The names and addresses of the uses and of the owners or tenants that are sharing the parking; and
- b. The number of parking spaces that are being shared; and
- c. Evidence, provided by the applicant, that location of the parking is no more than 500 feet from each use as measured along the thoroughfare right-of-way between both sites; and

- d. An analysis, provided by the applicant, showing that the peak parking times of the uses occur at different times and that the parking shall be sufficient for said uses; and
 - e. A covenant between the property owners that guarantees access to the parking for said uses; and
 - f. Any operational limitations on the shared parking, including but not limited to time limits or hours of the day; and
 - g. Any designated signage and parking space markings.
4. Landscaping and Screening. Parking lots shall be screened and obscured, for the purpose of minimizing views of parked vehicles from the public right-of-way. If the requirements of this subsection are determined to be technologically infeasible or impractical, a different landscape configuration or alternative materials may be substituted, at the discretion of the Hearing Officer, pursuant to a Specific Plan Substantial Conformance Review.
- a. Adjacent to residential zone. Where a parking is located on property adjoining a residential zone, in addition to the requirements of this subsection, the applicable provisions of section 22.52.1060.D shall apply.
 - b. Trees. Parking lots with more than 12 parking spaces shall provide a minimum of one 24 inch box canopy shade tree for every six parking spaces. Required trees shall be evenly planted and distributed in an “orchard” configuration (placement of trees in uniformly-spaced rows) within the interior parking lot area, and shall be planted within raised curbed planter islands of at least four feet wide.
 - c. Landscaped Setback and Screening. The required setback area shall be landscaped with living plant material and screened with a continuous landscaped hedge, masonry or stone wall, landscaped berm consisting of living plant material, or any combination thereof so that views of parked vehicles are minimized and obscured. Screening of parking areas shall meet the following requirements:
 - i. At the time of installation, such screening shall be at least 30 inches in height. A wall or fence shall not exceed 36 inches in height.
 - ii. Any plant screening screen shall reach a maximum height of 36 inches within two years of planting.
 - iii. Walls shall receive the same architectural treatment on both sides.
 - iv. When a wall is used, the wall shall be placed on the interior line of the required setback and said setback shall be landscaped with living plant material and a continuous hedge.
 - v. Wood and chain link fences are not allowed.
 - vi. Irrigation. A permanent and automatic irrigation system shall be installed and maintained for landscaped areas.
5. Lighting. Parking lot lighting shall comply with the following requirements.

- a. Outdoor light fixtures shall be limited to a maximum height of 15 feet.
 - b. Lighting shall be shielded or recessed so that:
 - i. The light source (i.e., bulb, etc.) is not visible from off the site; and
 - ii. Glare and reflections shall be confined to the boundaries of the site. Each light fixture shall be directed downward and away from adjoining properties and public rights-of-way.
6. Materials.
- a. All parking lots and driveways shall be surfaced with materials approved by the County Engineer.
 - b. The use of pervious or semi-pervious parking area surfacing materials including, but not limited to “grasscrete,” or recycled materials such as glass, rubber, used asphalt, brick, block and concrete, may be approved by the Director for required vehicular surface area on a site, provided such areas are properly maintained. Where possible, such materials should be used in areas in proximity to and in combination with on-site storm water control devices.
7. Parking Canopy Structures. The installation of solar photovoltaic, hot water systems on canopies, green roofs, or other structures over parking areas is encouraged. Setback and height restrictions apply, and fire apparatus access lanes shall not be obstructed. Canopies or similar structures that provide coverage like a roof shall be included in building coverage calculations. Freestanding solar structures, such as solar panel “trees” that do not provide coverage like a roof shall not be included in building coverage calculations.

22.46.3008 Development Requirements and Implementing Options

- A. Purpose. This section establishes standards that supplement the regulations of each transect zone and are specific to particular aspects of development, such as architectural character, building articulation, and finish materials.
- B. Applicability: All buildings types, except the House and Duplex/Triplex building types used exclusively for residential uses shall be subject to the requirements and implementing options of this section.
- C. Context and Architectural Character.

- 1. Requirements.

- Refer to Sections 22.46.3010 (Building Types) and 22.46.3011 (Frontage Types) for specific architectural character requirements.

- 2. Implementing Options.

- Proposed buildings should be compatible with the architectural characteristics of surrounding buildings. The intent is to allow for a range of architectural expressions that complement the existing urban fabric. The proposed building design should be based upon and reflect a thorough analysis of the surrounding patterns with regard to the following:

- a. Building orientation;
 - b. Horizontal and vertical building articulation;
 - c. Architectural style;
 - d. Building scale and proportion;
 - e. Roof line and form;
 - f. Window pattern and detailing;
 - g. Architectural detailing;
 - h. Exterior finish materials and colors; and
 - i. Lighting and landscape patterns.

- Where there is no consistent architectural character or pattern found in the surrounding area, building design and massing should complement architectural characteristics of neighboring buildings which are consistent with this Form-Based Code. In some cases, where the existing context is not so well-defined, or may be undesirable, a proposed project can establish an architectural character and pattern from which future development can take its cues.

- D. Building Massing and Articulation.

- 1. Requirements.

- a. Facade Height Articulation Elements. Each building with more than one story, or portions of buildings with more than one story, shall have at minimum a distinctive: building base; building middle; and building top (eave, cornice and/or parapet line) that complement and balance one another. See Figure 2, Facade Height Articulation Elements below.



Figure 2, Facade Height Articulation Elements

- b. Main Entrances shall be easily identifiable and distinguishable from other ground floor entries, such as individual tenant spaces. At least one of the following treatments shall be used for a main building entrance:
 - i. Marked by a taller mass above, such as a tower, or within a volume that protrudes from the rest of the building surface;
 - ii. Located in the center of the facade, as part of a symmetrical overall composition;
 - iii. Accented by architectural elements, such as columns, overhanging roofs, awnings, or ornamental light fixtures;
 - iv. Marked or accented by a change in the roofline or change in the roof type; or
 - v. Corner buildings shall provide prominent corner entrances for shops or other activity-generating uses.

2. Implementing Options.

- a. Articulation. Horizontal articulations are recommended and may be produced by material changes or applied facade elements. Vertical articulations of buildings should be produced by variations in rooflines; window groupings; applied facade elements such as piers or pilasters, bay windows and balconies; entrance stoops and porches; or subtle changes in materials and vertical planes that create shadow lines and textural differences. Vertical elements should break up long, monolithic building facades along the street.
- b. Building base. A building base articulation may be as simple as a small projection of the wall surface and/or a different material or color. A building base may be created by a heavier or thicker design treatment of the entire ground floor for a building of two or more floors, or by a setback of the upper floors.
- c. Building middle. The building middle articulation may be created using façade offsets, which are slight recesses in the wall plane. It should include multiple architectural rhythms derived through step backs, changes in plane, changes in materials or colors, window types, window sizes, pairing or multiples of windows, or other detailing.
- d. Building top. The building top should consist of a horizontal decorative molding that crowns the building. It should be aesthetically differentiated from the building middle.

The differentiation may be significant or subtle. Possible approaches include variations in color, materials, ornamentation, or shape.

- e. The location, spacing, materials, and colors of exposed downspouts, gutters, scuppers, and other visible roof drainage components should be incorporated into the architectural composition of the façade and roof; haphazard placement should be avoided. Downspouts should be concealed within walls.

E. Wall Surface Materials.

A. Requirements.

1. Building walls shall be constructed primarily of durable materials such as brick, natural stone, terra cotta, decorative concrete, metal, glass, or other similar materials, and as follows:
 - a. Requirements for the use of decorative concrete block, stucco or other similar troweled finishes in non-residential, mixed-use, and multifamily residential buildings:
 - i. Decorative concrete block. Decorative concrete block shall be limited to a maximum of 50 percent of the street facade. When used for the street facade, buildings shall incorporate a combination of textures and/or colors to add visual interest. For example, combining split or rock-facade units with smooth stone can create distinctive patterns. Cinder block (concrete masonry unit) is not allowed as an exterior finish.
 - ii. Stucco or other similar troweled finishes shall:
 - 1) Be smooth to prevent the collection of dirt and surface pollutants;
 - 2) Be trimmed or combined with wood, masonry, metal, or other durable material, and be limited to a maximum of 50 percent of the street facade; and
 - 3) Not extend below two feet above grade of the street facade. Concrete, masonry, natural stone or other durable material shall be used for wall surfaces within two feet above grade of the street facade.
2. Side and rear building facades shall have a level of trim and finish Compatible with the front facade, if they are Clearly Visible From the Street.
3. Blank wall areas without windows or doors are only allowed on internal-block side-property line walls. Any blank exterior wall shall be treated with a graffiti-resistant coating.
4. Building walls shall contrast trim colors; for example, neutral or light walls shall have trims with darker colors for accent ; white or light window and door trim on a medium or dark building wall; or medium or dark window and door trim on a white or light building wall, or other contrasting wall and trim combinations.

5. All building elements that project from the building wall by more than 16 inches, including but not limited to decks, balconies, porch roofs and bays, shall be visibly supported by pilasters, piers, brackets, posts, columns, or beams that correspond in size to the structure above. This requirement does not apply to cantilevered elements that are typical for a specific style.

B. Implementing Options.

- a. Change in materials should be used to articulate building elements such as base, body, parapets caps, bays, arcades and structural elements. Not all building elements require a change in material. Change in materials should be integral with building facade and structure, rather than an application.
- b. If the building mass and pattern of windows and doors is complex, simple wall surfaces should be used (e.g. stucco, terra cotta veneer, or metal/cement paneling); if the building volume and the pattern of wall openings are simple, additional wall texture and articulation should be employed (e.g. bricks or blocks, ornamental reliefs, pilasters, columns and/or cornices).
- c. Internal blank walls. Wall articulation or surface reliefs, decorative vines, and/or architectural murals (trompe l'oeil), and other surface enhancements should be considered and may be approved by the Director.
- d. Bright colors should be used sparingly. Typical applications of bright colors are fabric awnings. A restrained use of bright colors allows display windows and merchandise to catch the eye and stand out in the visual field.
- e. A secondary color may be used to give additional emphasis to building walls and architectural features such as building bases (like a wainscot), plasters, cornices, capitals, and bands.

F. Wall Openings.

1. Requirements.

- a. For storefront frontages: Window-to-Wall Proportion. In general, upper stories shall have a window to wall area proportion that is less than that of ground floor storefronts. Glass curtain walls or portions of glass curtain walls are exempt from this standard.
- b. Window Inset. Glass shall be recessed or project at least three inches from the exterior wall surface to add relief or dimension to the wall surface. Glass curtain walls or portions of glass curtain walls are exempt from this standard.
- c. Glazing. Reflective glazing shall not be used.

2. Implementing Options.

- a. Glazing. Clear glazing is strongly recommended. If tinted glazing is used, the tint shall be kept as light as possible; green, gray, and blue are recommended.

- b. Shop Fronts, clerestory windows. Clerestory windows are horizontal panels of glass between the storefront and the second floor. They are a traditional element of “main street” buildings, and are recommended for all new or renovated shop fronts. Clerestory windows are acceptable locations for neon, painted-window and other relatively non-obtrusive types of signs.
- c. Shop Front, recessed entries. Recessed entries are recommended as another traditional element of the main street storefront. Recommended treatments include:
 - i. Special paving materials, such as ceramic or mosaic tile;
 - ii. Ornamental ceilings, such as coffering;
 - iii. Decorative light fixtures.

G. Roofs.

1. Requirements.

- a. A horizontal articulation shall be applied at the top of the building by projecting cornices, parapets, lintels, caps, or other architectural expression to cap the building, to differentiate the roofline from the building, and to add visual interest.
- b. Flat roofs are acceptable if a cornice and/or parapet wall is provided.
- c. Metal seam roofing, if used, shall be anodized, fluorocoated, or painted. Copper and lead roofs shall be natural or oxidized.

2. Implementing Options.

- a. Roof forms should complement the building mass and match the principal building in terms of style, detailing, and materials.
- b. Parapet walls should have cornice detailing or a distinct shape or profile, for example a gable, arc, or raised center.

22.46.3009 Transect Zone Standards

- A. Purpose. This section provides regulatory standards governing building form and other related matters, such as parking placement and land use, within the transect zones.
- B. Applicability. The standards of this section shall apply to all transect zones and shall be considered in combination with the standards and requirements of Sections 22.46.3007 (General Standards), 22.46.3008 (Development Requirements and Implementing Options), 22.46.3010 (Building Type Standards), and 22.46.3011 (Frontage Type Standards).
- C. Allowed Land Uses and Permit Requirements. Allowed uses are provided in Table 2, Land Use Types and Permits Required by Transect Zone (see following page). Land uses are defined in Section 22.46.3005 and are allowed in the transect zones specified. Section 22.46.3004 describes procedures for obtaining project approval.

LAND USE TYPES AND PERMITS REQUIRED BY TRANSECT ZONE								
Land Use Type	TOD	CC	FS	AB	NC	LMD	CV	OS
RESIDENTIAL								
Community Residence	1	1	1	1	1	2	x	x
Residence, Apartment House	P	P	P	P	P	x	x	x
Residence, Single-Family	x	P	x	x	P	P	x	x
Residence, Two-Family	x	P	P	x	P	P	x	x
Second-Unit	x	P	x	x	P	P	x	x
LODGING								
Hotel	P	P	P	P	P	x	x	x
Motel	x	x	x	x	x	x	x	x
OFFICE								
Office	P	P	P	P	P	x	SCR	SCR
COMMERCIAL								
Alcoholic Beverage Sales	CUP	CUP	CUP	CUP	CUP	x	CUP	CUP
Auto-Related Commercial	SCR	SCR	SCR	SCR	SCR	x	x	x
Commercial, general	P	P	P	P	P	x	x	x
Commercial, restricted	SCR	SCR	SCR	SCR	SCR	x	x	x
Entertainment, major	SCR	SCR	SCR	SCR	SCR	x	CUP	CUP
Entertainment, minor	P	P	P	P	P	x	SCR	SCR
Food Service	P	P	P	P	P	x	SCR	SCR
Place of Assembly	SCR	SCR	SCR	SCR	SCR	x	x	x
Recreational, commercial	SCR	SCR	SCR	SCR	SCR	x	SCR	x
COMMUNITY								
Community Facility	SCR	SCR	SCR	SCR	SCR	CUP	SCR	SCR
Recreational, non-commercial	SCR	SCR	SCR	SCR	SCR	CUP	SCR	SCR
Religious Facility	P	P	P	P	P	CUP	SCR	x
COMMUNITY SUPPORT								
Community Support Facility	P	P	P	P	P	CUP	CUP	x
Infrastructure and Utilities	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP
Major Facility	SCR	SCR	SCR	SCR	SCR	x	CUP	x
Public Parking	SCR	SCR	SCR	SCR	SCR	SCR	SCR	SCR
EDUCATION								
Learning Center	P	P	P	P	P	x	x	x
Research Facility	P	P	P	P	P	x	x	x
Schools	P	P	P	P	P	CUP	CUP	x
Special Training/Vocational	P	P	P	P	P	x	x	x
INDUSTRIAL								
Artisan/Craft Production Manufacturing	P	P	P	P	P	x	x	x
Auto-Related Industrial	x	x	x	x	x	x	x	x
Manufacturing and Processing	x	x	x	x	x	x	x	x
Products and Services	x	x	x	x	x	x	x	x
Storage/Distribution Facility	x	x	x	x	x	x	x	x
Permit Requirements Key x = Not an allowed use P = Allowed SCR = Specific Plan Substantial Conformance Review (22.46.3004.D) CUP = Conditional Use Permit (22.46.3004.E) 1 = Allowed pursuant to Part 5 of Chapter 22.28 of Title 22 2 = Allowed pursuant to Part 2 of Chapter 22.20 of Title 22								
Key to Transect Zone Names								
TOD	3rd Street	NC	Neighborhood Center					
CC	Cesar E. Chavez Avenue	LMD	Low-Medium Density Residential					
FS	1st Street	CV	Civic					
AB	Atlantic Boulevard	OS	Open Space					

Table 2, Land Use Types and Permits Required by Transect Zone

D. Transect Zone Standards. This subsection specifies the requirements of each transect zone.

22.46.3009.D.1 3rd Street (TOD)

Property in the TOD transect zone shall be subject to the following requirements:

a. Allowed Building Types

The following building types are allowed and are subject to the applicable requirements for building types.

Building Type	Requirements
Rowhouse	22.46.3010.F
Court	22.46.3010.G
Hybrid Court	22.46.3010.H
Lined Block	22.46.3010.I
Flex Block	22.46.3010.J

b. Required Frontage Types

The ground floor fronting a street or a public open space shall contain at least one of the following frontage types below and are subject to the applicable requirements for frontage types.

Frontage Type	Requirements
Stoop	22.46.3011.E
Terrace	22.46.3011.F
Forecourt	22.46.3011.G
Shop Front	22.46.3011.H
Gallery (Allowed only east of I-710)	22.46.3011.I
Arcade (Allowed only east of I-710)	22.46.3011.J

c. Building Form

Height

Main Building	
Stories	3 stories max.
Overall	40 ft. max.

Accessory Structures	See Sec. 22.48.140
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Ground Floor Height

Non-residential	14 ft. min.
Residential	11 ft. min.

Upper Floor(s) Height

Non-residential	10 ft. min
Residential	9 ft. min

Lot Coverage

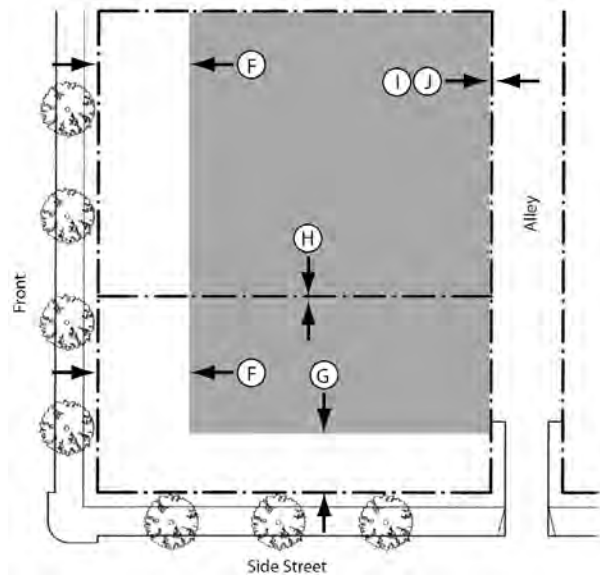
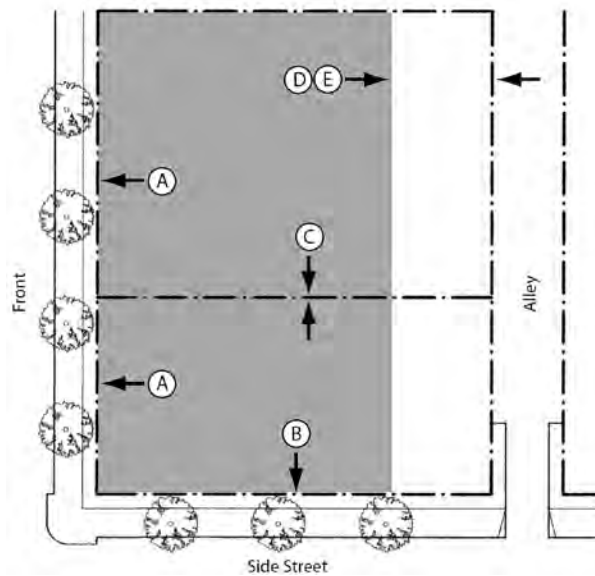
Lot Coverage	90% max.
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Miscellaneous

Any building greater than 150 ft. in length shall be designed with a Forecourt frontage type or other similar massing break.

Loading docks, overhead doors, and other similar service entries shall be screened and not located on primary street facades.

Maximum density is 40 dwelling units per acre.

**d. Building Placement****Setback Line****(Distance from right-of-way/lot line)**

Front	0 min., 10 ft. max	(A)
Side Street	0 min., 10 ft. max.	(B)
Interior Side	0 min.	(C)
Rear		
No Alley	10 ft. min.	(D)
With Alley	3 ft. min.	(E)

e. Parking**Required Spaces****Non-residential Uses**

≤ 10,000 gross sq. ft.	No spaces required
> 10,000 gross sq. ft.	2 spaces per 1,000 sq. ft. above first 10,000 sq. ft.

Residential Uses

1 per unit

For other parking and landscape requirements, see Sections 22.46.3007.C.

Location**(Distance from right-of-way/lot line)**

Front Setback	20 ft. min.	(F)
Side Street Setback	5 ft. min.	(G)
Interior Side	0 min.	(H)
Rear		
No Alley	5 ft. min.	(I)
With Alley	3 ft. min.	(J)

Miscellaneous

All parking structures shall be screened from the street by habitable space of at least 20 ft. deep from the street.

Driveways may be shared by adjacent parcels.

22.46.3009.D.2 Cesar E. Chavez Avenue (CC)

Property in the CC transect zone shall be subject to the following requirements:

a. Allowed Building Types

The following building types are allowed and are subject to the applicable requirements for building types.

Building Type	Requirements
House	22.46.3010.D
Duplex/Triplex	22.46.3010.E
Rowhouse	22.46.3010.F
Court	22.46.3010.G
Hybrid Court (Allowed only west of I-710)	22.46.3010.H
Lined Block (Allowed only west of I-710)	22.46.3010.I
Flex Block	22.46.3010.J

b. Required Frontage Types

The ground floor fronting a street or a public open space shall contain at least one of the following frontage types below and are subject to the applicable requirements for frontage types.

Frontage Type	Requirements
Front Yard/Porch	22.46.3011.D
Stoop	22.46.3011.E
Terrace	22.46.3011.F
Forecourt	22.46.3011.G
Shop Front	22.46.3011.H
Gallery	22.46.3011.I

c. Building Form

Height

Main Building	
Stories	3 stories max.
Overall	40 ft. max.
Accessory Structures	See Sec. 22.48.140

Ground Floor Height

Non-residential	14 ft. min.
Residential	11 ft. min.

Upper Floor(s) Height

Non-residential	10 ft. min
Residential	9 ft. min

Lot Coverage

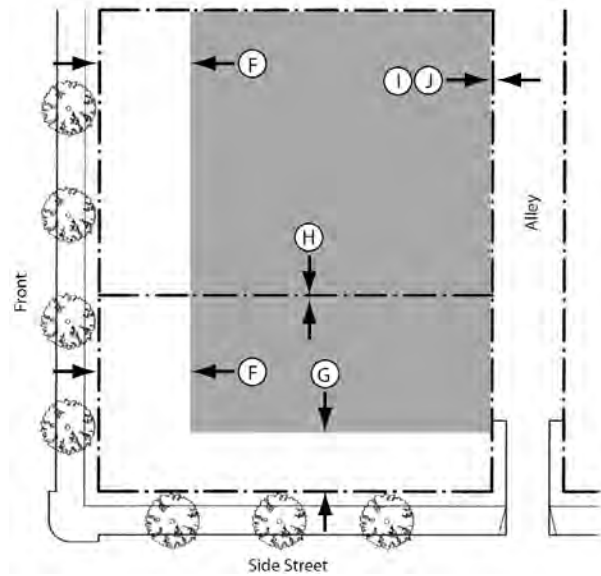
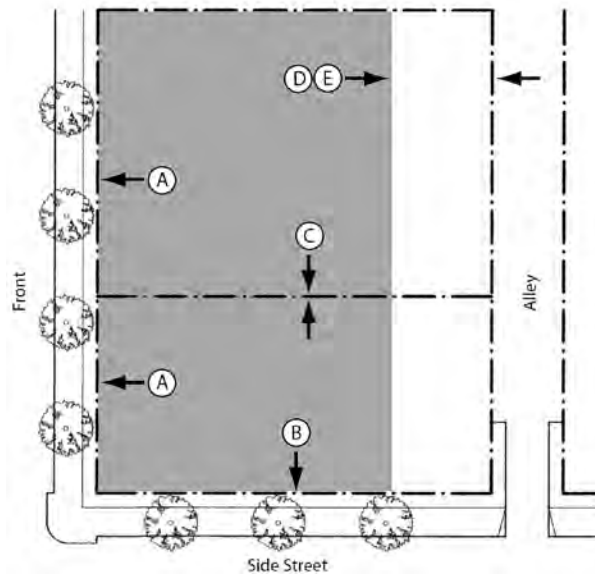
Lot Coverage	90% max.
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Miscellaneous

Any building greater than 150 ft. in length shall be designed with a Forecourt frontage type or other similar massing break.

Loading docks, overhead doors, and other similar service entries shall be screened and not located on primary street facades.

Maximum density is 30 dwelling units per acre.



d. Building Placement

Setback Line

(Distance from right-of-way/lot line)

Front	0 min., 10 ft. max	(A)
Side Street	0 min., 10 ft. max.	(B)
Interior Side	0 min.	(C)
Rear		
No Alley	10 ft. min.	(D)
With Alley	3 ft. min.	(E)

e. Parking

Required Spaces

Non-residential Uses

≤ 10,000 gross sq. ft.	No minimum
> 10,000 gross sq. ft.	2 spaces per 1,000 sq. ft. above first 10,000 sq. ft.

Residential Uses 1 per unit

For other parking and landscape requirements, see Sections 22.46.3007.C.

Location

(Distance from right-of-way/lot line)

Front Setback	20 ft. min.	(F)
Side Street Setback	5 ft. min.	(G)
Interior Side	0 min.	(H)
Rear		
No Alley	5 ft. min.	(I)
With Alley	3 ft. min.	(J)

Miscellaneous

All parking structures shall be screened from the street by habitable space of at least 20 ft. deep from the street.

Driveways may be shared by adjacent parcels.

22.46.3009.D.3 First Street (FS)

Property in the FS transect zone shall be subject to the following requirements:

a. Allowed Building Types

The following building types are allowed and are subject to the applicable requirements for building types.

Building Type	Requirements
Rowhouse	22.46.3010.F
Court	22.46.3010.G
Lined Block	22.46.3010.I
Flex Block	22.46.3010.J

b. Required Frontage Types

The ground floor fronting a street or a public open space shall contain at least one of the following frontage types below and are subject to the applicable requirements for frontage types.

Frontage Type	Requirements
Stoop	22.46.3011.E
Forecourt	22.46.3011.G
Shop Front	22.46.3011.H
Gallery	22.46.3011.I

c. Building Form

Height

Main Building	
Stories	3 stories max.
Overall	40 ft. max.

Accessory Structures	See Sec. 22.48.140
----------------------	--------------------

Ground Floor Height

Non-residential	14 ft. min.
Residential	11 ft. min.

Upper Floor(s) Height

Non-residential	10 ft. min
Residential	9 ft. min

Lot Coverage

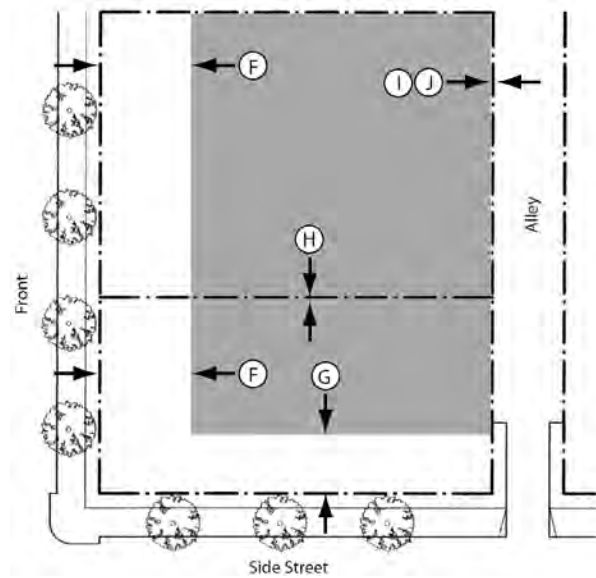
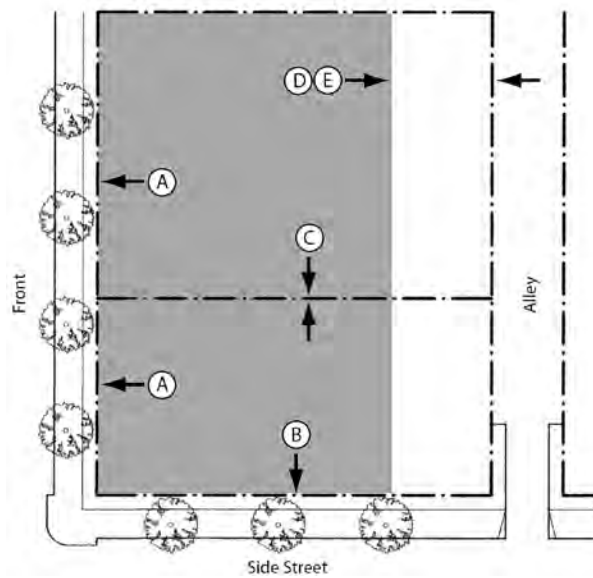
Lot Coverage	90% max.
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Miscellaneous

Any building greater than 150 ft. in length shall be designed with a Forecourt frontage type or other similar massing break.

Loading docks, overhead doors, and other similar service entries shall be screened and not located on primary street facades.

Maximum density is 30 dwelling units per acre.

**d. Building Placement****Setback Line****(Distance from right-of-way/lot line)**

Front	0 min., 10 ft. max.	Ⓐ
Side Street	0 min., 10 ft. max.	Ⓑ
Interior Side	0 min.	Ⓒ
Rear		
No Alley	10 ft. min.	Ⓓ
With Alley	3 ft. min.	Ⓔ

e. Parking**Required Spaces****Non-residential Uses**

≤ 10,000 gross sq. ft.	No minimum
> 10,000 gross sq. ft.	2 spaces per 1,000 sq. ft. above first 10,000 sq. ft.

Residential Uses 1 per unit

For other parking and landscape requirements, see Sections 22.46.3007.C.

Location**(Distance from right-of-way/lot line)**

Front Setback	20 ft. min.	Ⓕ
Side Street Setback	5 ft. min.	Ⓖ
Interior Side	0 min.	Ⓗ
Rear		
No Alley	5 ft. min.	Ⓘ
With Alley	3 ft. min.	Ⓙ

Miscellaneous

All parking structures shall be screened from the street by habitable space of at least 20 ft. deep from the street.

Driveways may be shared by adjacent parcels.

22.46.3009.D.4 Atlantic Boulevard (AB)

Property in the AB transect zone shall be subject to the following requirements:

a. Allowed Building Types

The following building types are allowed and are subject to the applicable requirements for building types.

Building Type	Requirements
Court	22.46.3010.G
Lined Block	22.46.3010.I
Flex Block	22.46.3010.J

b. Required Frontage Types

The ground floor fronting a street or a public open space shall contain at least one of the following frontage types below and are subject to the applicable requirements for frontage types.

Frontage Type	Requirements
Forecourt	22.46.3011.G
Shop Front	22.46.3011.H
Gallery	22.46.3011.I
Arcade	22.46.3011.J

c. Building Form

Height

Main Building	
Stories	2-1/2 stories max.
Overall	40 ft. max.

Accessory Structures	See Sec. 22.48.140
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Ground Floor Height

Non-residential	14 ft. min.
Residential	11 ft. min.

Upper Floor(s) Height

Non-residential	10 ft. min
Residential	9 ft. min

Lot Coverage

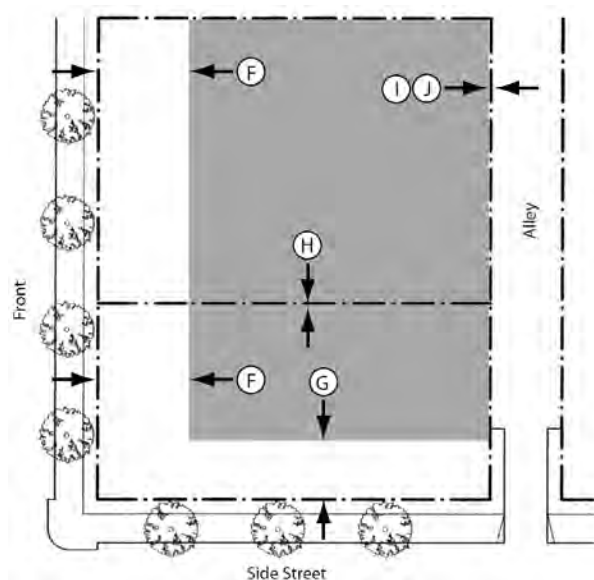
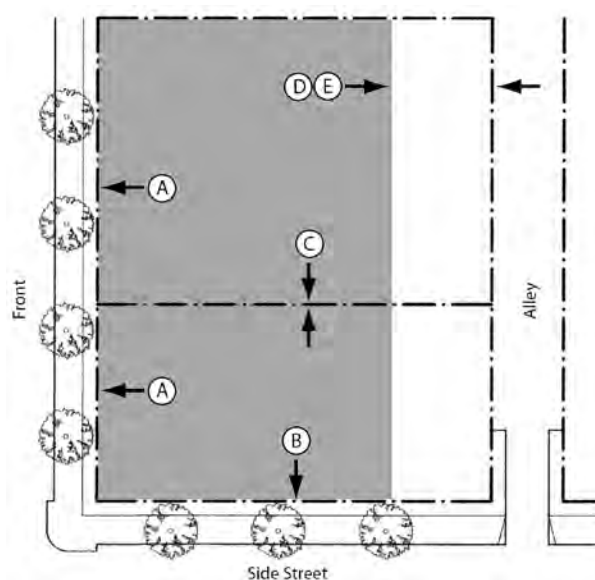
Lot Coverage	90% max.
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Miscellaneous

Any building greater than 150 ft. in length shall be designed with a Forecourt frontage type or other similar massing break.

Loading docks, overhead doors, and other similar service entries shall be screened and not located on primary street facades.

Maximum density is 30 dwelling units per acre.

**d. Building Placement****Setback Line****(Distance from right-of-way/lot line)**

Front	0 min., 10 ft. max	(A)
Side Street	0 min., 10 ft. max.	(B)
Interior Side	0 min.	(C)
Rear		
No Alley	10 ft. min.	(D)
With Alley	3 ft. min.	(E)

e. Parking**Required Spaces****Non-residential Uses**

≤ 10,000 gross sq. ft.	No minimum
> 10,000 gross sq. ft.	2 spaces per 1,000 sq. ft. above first 10,000 sq. ft.

Residential Uses 1 per unit

For other parking and landscape requirements, see Sections 22.46.3007.C.

Location**(Distance from right-of-way/lot line)**

Front Setback	20 ft. min.	(F)
Side Street Setback	5 ft. min.	(G)
Interior Side	0 min.	(H)
Rear		
No Alley	5 ft. min.	(I)
With Alley	3 ft. min.	(J)

Miscellaneous

All parking structures shall be screened from the street by habitable space of at least 20 ft. deep from the street.

Driveways may be shared by adjacent parcels.

22.46.3009.D.5 Neighborhood Center (NC)

Property in the NC transect zone shall be subject to the following requirements:

a. Allowed Building Types

The following building types are allowed and are subject to the applicable requirements for building types.

Building Type	Requirements
House	22.46.3010.D
Duplex/Triplex	22.46.3010.E
Rowhouse	22.46.3010.F
Court	22.46.3010.G
Hybrid Court	22.46.3010.H
Flex Block	22.46.3010.J

b. Required Frontage Types

The ground floor fronting a street or a public open space shall contain at least one of the following frontage types below and are subject to the applicable requirements for frontage types.

Frontage Type	Requirements
Front Yard/Porch	22.46.3011.D
Terrace	22.46.3011.E
Stoop	22.46.3011.F
Forecourt	22.46.3011.G
Shop Front	22.46.3011.H

c. Building Form

Height

Main Building	
Stories	2-1/2 stories max.
Overall	40 ft. max.

Accessory Structures	See Sec. 22.48.140
----------------------	--------------------

Ground Floor Height

Non-residential	14 ft. min.
Residential	11 ft. min.

Upper Floor(s) Height

Non-residential	10 ft. min
Residential	9 ft. min

Lot Coverage

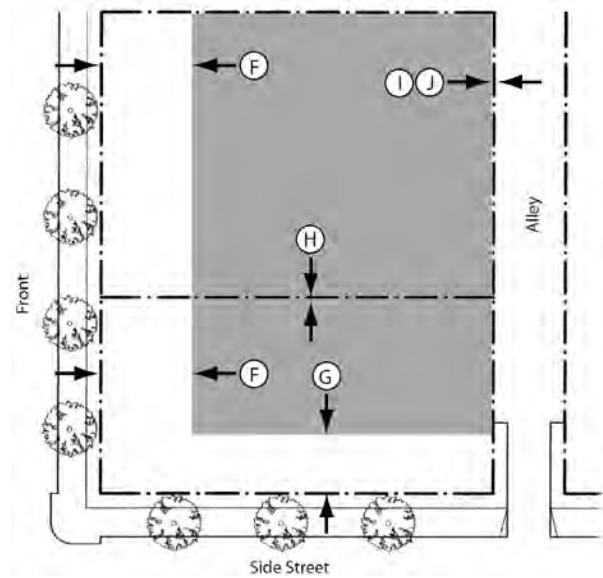
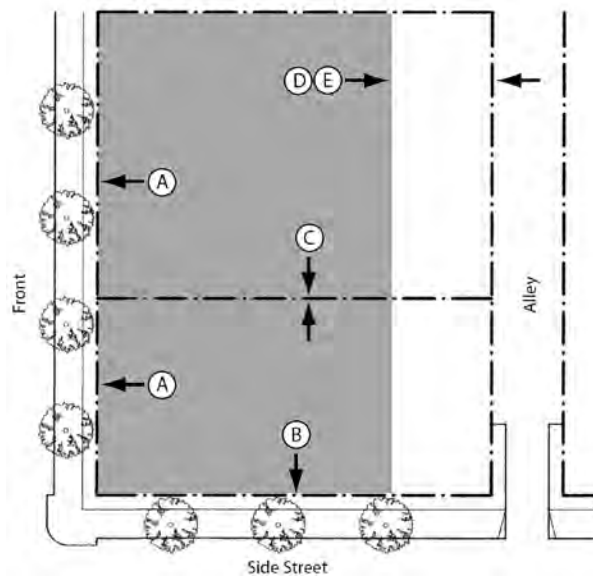
Lot Coverage	90% max.
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Miscellaneous

Any building greater than 150 ft. in length shall be designed with a Forecourt frontage type or other similar massing break.

Loading docks, overhead doors, and other similar service entries shall be screened and not located on primary street facades.

Maximum density is 30 dwelling units per acre.



d. Building Placement

Setback Line

(Distance from right-of-way/lot line)

Front	0 min., 10 ft. max	(A)
Side Street	0 min., 10 ft. max.	(B)
Interior Side	0 min.	(C)
Rear		
No Alley	10 ft. min.	(D)
With Alley	3 ft. min.	(E)

e. Parking

Required Spaces

Non-residential Uses

≤ 10,000 gross sq. ft.	No minimum
> 10,000 gross sq. ft.	2 spaces per 1,000 sq. ft. above first 10,000 sq. ft.

Residential Uses 1 per unit

For other parking and landscape requirements, see Sections 22.46.3007.C.

Location

(Distance from right-of-way/lot line)

Front Setback	20 ft. min.	(F)
Side Street Setback	5 ft. min.	(G)
Interior Side	0 min.	(H)
Rear		
No Alley	5 ft. min.	(I)
With Alley	3 ft. min.	(J)

Miscellaneous

All parking structures shall be screened from the street by habitable space of at least 20 ft. deep from the street.

Driveways may be shared by adjacent parcels.

22.46.3009.D.6 Low-Moderate Density Residential (LMD)

Property in the LMD transect zone shall be subject to the following requirements:

a. Allowed Building Types

The following building types are allowed and are subject to the applicable requirements for building types.

Building Type	Requirements
House	22.46.3010.D
Duplex/Triplex	22.46.3010.E

b. Required Frontage Types

The ground floor fronting a street or a public open space shall contain at least one of the following frontage types below and are subject to the applicable requirements for frontage types.

Frontage Type	Requirements
Front Yard/Porch	22.46.3011.D
Terrace	22.46.3011.F

c. Building Form

Height

Main Building	
Stories	2-1/2 stories max.
Overall	35 ft. max.
Accessory Structures	See Sec. 22.48.140

Lot Coverage

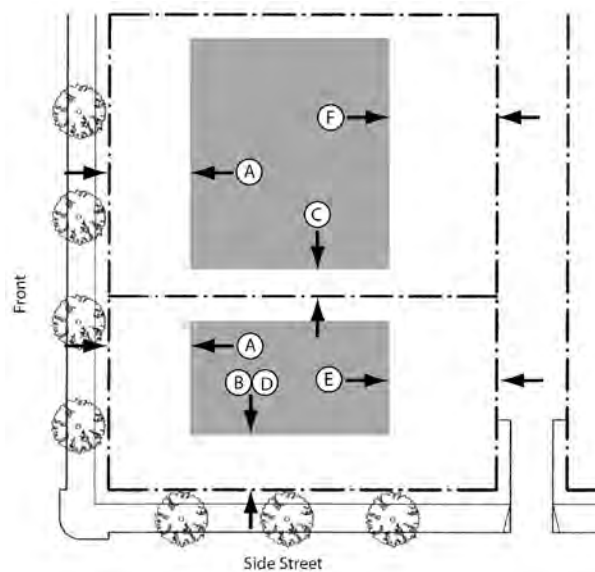
Lot Coverage	60% max.
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Miscellaneous

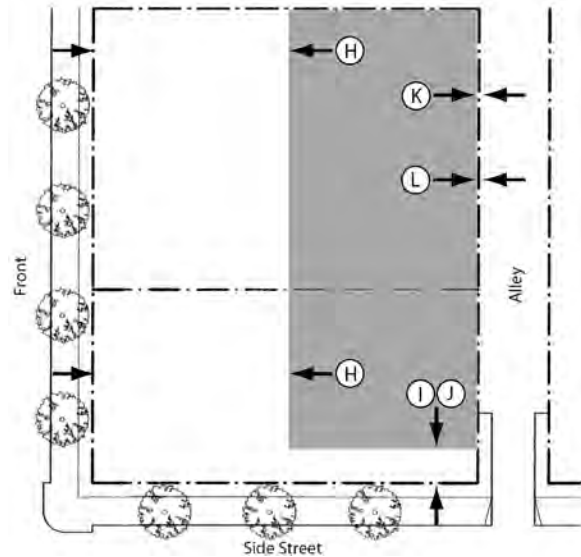
Any building greater than 150 ft. in length shall be designed with a Forecourt frontage type or other similar massing break.

Loading docks, overhead doors, and other similar service entries shall be screened and not located on primary street facades.

Maximum density is 17 dwelling units per acre.



d. Building Placement		
Setback Line (Distance from right-of-way/lot line)		
Front	15 min., 25 ft. max	(A)
Side Street	5 min., 10 ft. max.	(B)
Interior Side	5 ft.	(C)
Reverse Corner Side	10 ft. min.	(D)
Rear		
No Alley	10 ft. min.	(E)
With Alley	3 ft. min.	(F)



e. Parking		
Required Spaces		
Non-residential Uses		
≤ 10,000 gross sq. ft.	No minimum	
> 10,000 gross sq. ft.	2 spaces per 1,000 sq. ft. above first 10,000 sq. ft.	
Residential Uses		
Single-family residence	2 per unit	
Other dwelling units	1 per unit	
For other parking and landscape requirements, see Sections 22.46.3007.C.		
Location (Distance from right-of-way/lot line)		
Front Setback	15 ft. min.	(H)
Corner Side Setback	5 ft. min.	(I)
Reverse Corner Side Setback	10 ft. min.	(J)
Rear		
No Alley	0 ft. min.	(K)
With Alley	5 ft. min. (26 ft. backup space min.)	(L)
Miscellaneous		
Driveways may be shared by adjacent parcels.		

22.46.3009.D.7 Civic Space (CV)

The regulations for the Civic Space transect zone shall be the same as those for the Institutional Zone as prescribed in Part 14 of Chapter 22.40 of Title 22, except as specifically provided for herein.

22.46.3009.D.8 Open Space (OS)

The regulations for the Open Space transect zone shall be the same as those for the Open-Space zone as prescribed in Part 9 of Chapter 22.40 of Title 22, except as specifically provided for herein.

22.46.3010 Building Type Standards.

- A. Purpose. This section sets forth the standards applicable to the development of each building type. These standards supplement the standards for each transect zone within which the building types are allowed.
- B. Applicability. The requirements of this section shall apply to all proposed development and uses within the transect zones, and shall be considered in combination with the standards for the applicable transect zone in Section 22.46.3009 (Transect Zone Standards) and in the rest of this section; except that proposed development with Auto-Related Commercial; Community Facility; Infrastructure and Utilities; Major Facility; Place of Assembly; Recreation, commercial; Recreation, non-commercial; Religious Facility, and School uses shall comply with the standards for the applicable transect zone in section 22.46.3009 (Transect Zone Standards) and the Hearing Officer may modify the requirements of this section pursuant to a Specific Plan Substantial Conformance Review for such uses.
- C. Building Type Overview. Figure 3, Building Types Plan and Diagram below provides an illustrative overview of the allowed building types.
- House
 - Duplex/Triplex
 - Rowhouse
 - Court
 - Hybrid Court
 - Lined Block
 - Flex Block



Figure 3, Building Types Plan and Diagram

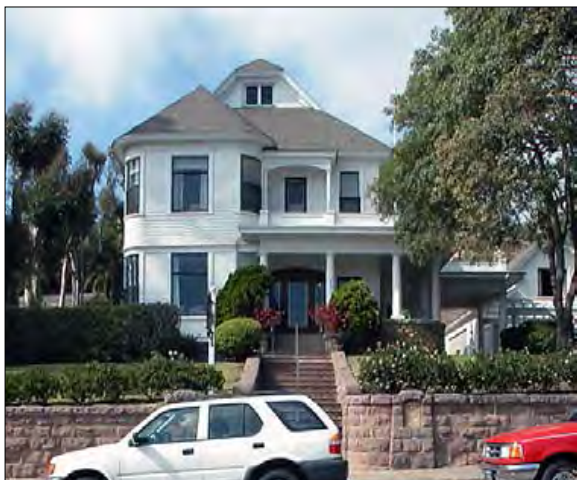
22.46.3010.D – House



General note: The drawing above and photos below are intended to provide a brief overview of the House form and are illustrative only.



Example of 1 story House with a Front Yard/ Porch.



Example of a 2-1/2 story House with a raised Front Yard and wrap-around Porch.

1. Description

A building designed as a single-family dwelling unit, and may be used for non-residential purposes where allowed by the transect zone.

2. Transect Zones Allowed

CC, NC, LMD

3. Number of Units

Units 1 max.

4. Building Size and Massing

Per Building Form requirements based on Transect Zone. (See Section 22.46.3009)

5. Pedestrian Access

Main entrance shall face the street.

6. Vehicle Access and Parking

Parking may be accessed from the alley, side street, or front.

Parking may be accessed from the front only when there is no adjacent alley or side street.

Street-facing garages shall be set back at least 5 ft. behind the facade facing the street and shall not accommodate more than 2 cars side-by-side.

Garages doors that face a street shall not exceed 10 feet in width. Double-loading garage doors are not permitted to face the street.

Parking spaces may be enclosed, covered, or open.

7. Open Space and Landscape

The following required open space shall be located behind the House:

Width	15 ft. min.
-------	-------------

Depth	15 ft. min
-------	------------

Area	300 sq. ft. min.
------	------------------

In addition to any other tree planting requirements, at least one 36-inch box canopy tree per dwelling unit shall be provided, and may be located in the front yard or required open space.

8. Accessory Buildings

Accessory building locations and types are allowed pursuant to Section 22.48.140.

22.46.3010.E – Duplex/Triplex



General note: The drawing above and photos below are intended to provide a brief overview of the Duplex/Triplex form and are illustrative only.



Example of a Duplex/Triplex with a Front Yard/ Porch.



Example of a Duplex/Triplex with a Front Yard/ Porch.

1. Description

A building containing two or three dwelling units where each dwelling unit is accessed directly from the street, and may be used for non-residential purposes where allowed by the transect zone

2. Transect Zones Allowed

CC, NC, LMD

3. Number of Units

Units 2 min.; 3 max.

4. Building Size and Massing

Height

Per Building Form requirements based on Transect Zone. (See Section 22.46.3009)

Massing

The massing shall be a single-family house derivative with the overall composition made up of various House forms. Allowed ratio of each floor in percentage of the ground floor:

Story	1	2 to 2-1/2	3
Ratio	100%	100%	75%

5. Pedestrian Access

At least one unit shall have an individual entry facing the street.

6. Vehicle Access and Parking

Parking may be accessed from the alley, side street, or front.

Parking may be accessed from the front only when there is no adjacent alley or side street.

Street-facing garages shall be set back at least 5 ft. behind the facade facing the street and shall not accommodate more than 2 cars side-by-side.

Garages doors that face a street shall not exceed 10 feet in width. Double-loading garage doors are not permitted to face the street.

Parking spaces may be enclosed, covered, or open.

7. Open Space and Landscape

The following required open space must be located behind the House:

Width	15 ft. min.
Depth	15 ft. min
Area	300 sq. ft. min.

In addition to any other tree planting requirements, at least one 36-inch box canopy tree per dwelling unit shall be provided, and may be located in the front yard or required open space.

8. Accessory Buildings

Accessory building locations and types are allowed pursuant to Section 22.48.140.

22.46.3010.F – Rowhouse



General note: The drawing above and photos below are intended to provide a brief overview of the Rowhouse form and are illustrative only.



Example of an asymmetrical Rowhouse form with roof articulation.



Example of a Rowhouse form with wall and roof articulation.

1. Description

A residential building that is an attached structure that shares a common party wall with another of the same type and is arranged side by side. The front elevation and massing design may be symmetrical or asymmetrical, repetitive or unique in disposition, as long as the delineation of a private yard is evident.

2. Transect Zones Allowed

TOD, CC, FS, NC

3. Number of Units

Units 2 min.; 6 max.

4. Building Size and Massing

Height

Per Building Form requirements based on Transect Zone. (See Section 22.46.3009)

Unit Width

Width 18 ft. min; 36 ft. max

Massing

Units shall be delineated by at least one of the following methods: varied massing, wall articulation, frontage type placement, or roof line articulation.

At least two sides of each dwelling shall be exposed to the outdoors.

5. Pedestrian Access

Each unit shall have an individual entry facing the street.

6. Vehicle Access and Parking

Parking shall be accessed from the alley.

Parking spaces may be enclosed, covered, or open.

7. Open Space and Landscape

The following required open space shall be located behind the main body of each unit

Width 8 ft. min.

Depth 8 ft. min

Area 100 sq. ft. min.

In addition to any other tree planting requirements, at least one 36-inch box canopy tree per unit shall be provided, and may be located in the front yard or required open space.

8. Accessory Buildings

Accessory building locations and types are allowed pursuant to Section 22.48.140.

22.46.3010.G – Court



General note: The drawing above and photos below are intended to provide a brief overview of the Court form and are illustrative only.



Example of Court form with a Stoop frontage type configuration.



Example of a landscaped interior courtyard defined by two story buildings.

1. Description

A building comprised of attached and/or stacked dwelling units arranged around a shared, landscaped courtyard that is visible from the street. Dwelling units face and are directly accessed from the street or courtyard via stoops, porches, or other allowed frontage types. In qualifying transect zones, Court buildings may accommodate ground floor non-residential uses.

2. Transect Zones Allowed

TOD, CC, FS, AB, NC

3. Number of Units

Per the maximum density based on the Transect Zone. (See Section 22.46.3009)

4. Building Size and Massing

Height

Per Building Form requirements based on Transect Zone. (See Section 22.46.3009)

At least two sides of each dwelling shall be exposed to the outdoors.

5. Pedestrian Access

Each ground floor unit shall have an individual entry facing a street or courtyard.

6. Vehicle Access and Parking

Parking may be accessed from the alley, side street, or front.

Parking may be accessed from the front only when there is no adjacent alley or side street.

Parking spaces may be enclosed, covered, or open.

7. Open Space and Landscape

Courtyard Dimension

Width	30 ft. min.
Depth	20 ft. min
Area	600 sq. ft. min.

Landscape

Courtyard area shall provide at least 50% landscape or design elements such as seating areas, fountains, or other similar fixtures, or combination thereof.

8. Accessory Buildings

Accessory building locations and types are allowed pursuant to Section 22.48.140.

9. Miscellaneous

Courtyard areas may be located on a podium of no more than one story above street level

Courtyards located on a podium shall be designed to avoid the sensation of forced podium hardscape through the use of ample landscaping treatment.

22.46.3010.H – Hybrid Court



General note: The drawing above and photos below are intended to provide a brief overview of the Hybrid Court form and are illustrative only.



Example of two- and three-story massing Hybrid Court form with a Shop Front configuration.



Example of a three story massing Hybrid Court with Shop Front configuration.

1. Description

A building that is a combination of the Court and Flex Block buildings designed for occupancy by retail, service, and/or office uses on the ground floor, with upper floors also configured for those uses or for residences that combines stacked dwelling units with the Court housing types. May contain horizontal mixes uses.

2. Transect Zones Allowed

TOD, CC (Allowed west of I-710 only), NC

3. Number of Units

Per the maximum density based on the Transect Zone. (See Section 22.46.3009)

4. Building Size and Massing

Height

Per Building Form requirements based on Transect Zone. (See Section 22.46.3009)

5. Pedestrian Access

Upper floor units shall be accessed by a common entry along the front street.

Ground floor units may have individual entries along the front or side street.

6. Vehicle Access and Parking

Parking may be accessed from the alley, side street, or front.

Parking may be accessed from the front only when there is no adjacent alley or side street.

Parking spaces may be enclosed, covered, or open.

7. Open Space and Landscape

Courtyard Dimension

Width	30 ft. min.
Depth	20 ft. min
Area	600 sq. ft. min.

Landscape

Courtyards shall provide at least 50% landscape or design elements such as seating areas, fountains, or other similar fixtures, or combination thereof.

Required setback shall include landscaping, which may be in pots or planters.

8. Accessory Buildings

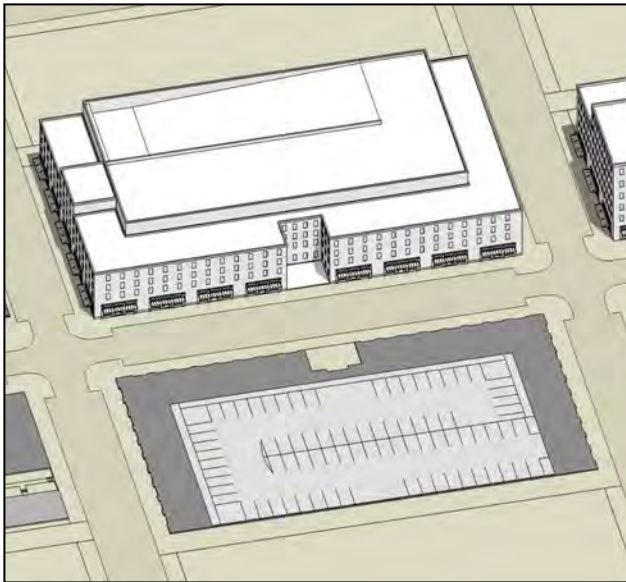
Accessory building locations and types are allowed pursuant to Section 22.48.140.

9. Miscellaneous

Courtyard areas may be located on a podium of no more than one story above street level

Courtyards located on a podium shall be designed to avoid the sensation of forced podium hardscape through the use of ample landscaping treatment.

22.46.3010.I – Lined Block



General note: The drawing above and photos below are intended to provide a brief overview of the Lined Block form and are illustrative only.



Example of two-story Lined Block form with Shop Front configuration.



Example of a three-story Lined Block form with Shop Front configuration.

1. Description

A building that conceals a larger structure such as a public structures or “big box store” and which is designed for occupancy by retail, service, and/or office uses on the ground floor, with upper floors also configured for those uses or for residences.

2. Transect Zones Allowed

TOD, CC (Allowed only west of I-710), FS, AB

3. Number of Units

Per the maximum density based on the Transect Zone. (See Section 22.46.3009)

4. Building Size and Massing

Height

Per Building Form requirements based on Transect Zone. (See Section 22.46.3009)

5. Pedestrian Access

Upper floor units shall be accessed by a common entry along the front street.

Ground floor units may have individual entries along the front or side street.

6. Vehicle Access and Parking

Parking may be accessed from the alley, side street, or front.

Parking may be accessed from the front only when there is no adjacent alley or side street.

On-site parking shall be in a structured garage or underground, or combination thereof.

7. Open Space and Landscape

Private patios may be provided at balconies, terraces, and roof gardens

Required setback shall include landscaping, which may be in pots or planters.

8. Accessory Buildings

Accessory building locations and types are allowed pursuant to Section 22.48.140.

22.46.3010.J – Flex Block



General note: The drawing above and photos below are intended to provide a brief overview of the Lined Block form and are illustrative only.



Example of two-story Flex Block with single-volume massing.



Example of three-story Flex Block with secondary-volume massing and corner feature.

1. Description

A building that is one to three stories tall and designed for occupancy by retail, service, and/or office uses on the ground floor; and when present the upper floors are also configured for those uses or for dwelling units. May contain horizontal mixes uses.

2. Transect Zones Allowed

TOD, CC, FS, AB, NC

3. Number of Units

Per the maximum density based on the Transect Zone. (See Section 22.46.3009)

4. Building Size and Massing

Height

Per Building Form requirements based on Transect Zone. (See Section 22.46.3009)

5. Pedestrian Access

Upper floor units shall be accessed by a common entry along the front street.

Ground floor units may have individual entries along the front or side street.

6. Vehicle Access and Parking

Parking may be accessed from the alley, side street, or front.

Parking may be accessed from the front only when there is no adjacent alley or side street.

On-site parking may be underground, or in a landscaped lot behind the building, or combination thereof.

7. Open Space and Landscape

Private patios may be provided at balconies, terraces, and roof gardens.

Required setback shall include landscaping, which may be in pots or planters.

8. Accessory Buildings

Accessory building locations and types are allowed pursuant to Section 22.48.140.

22.46.3011 Frontage Type Standards.

- A. Purpose. This section sets forth the standards applicable to the development of private frontages. Private frontages are the components of a building that provide an important transition and interface between the public realm (street and sidewalk) and the private realm (yard or building). These standards supplement the standards for each transect zone that the frontage types are allowed within. For each frontage type, a description of the type's intent and design standards are provided.
- B. Applicability. These standards work in combination with the standards found in Section 22.46.3009 (Transect Zone Standards) and Section 22.46.3010 (Building Types Standards) are applicable to the development or alteration of all private frontages within transect zones.
- C. Frontage Type Overview. Figure 4, Frontage Types Illustrative Diagram below provides an illustrative overview of the allowed frontage types.

- Front Yard/Porch
- Terrace
- Stoop
- Forecourt
- Shop Front
- Gallery
- Arcade

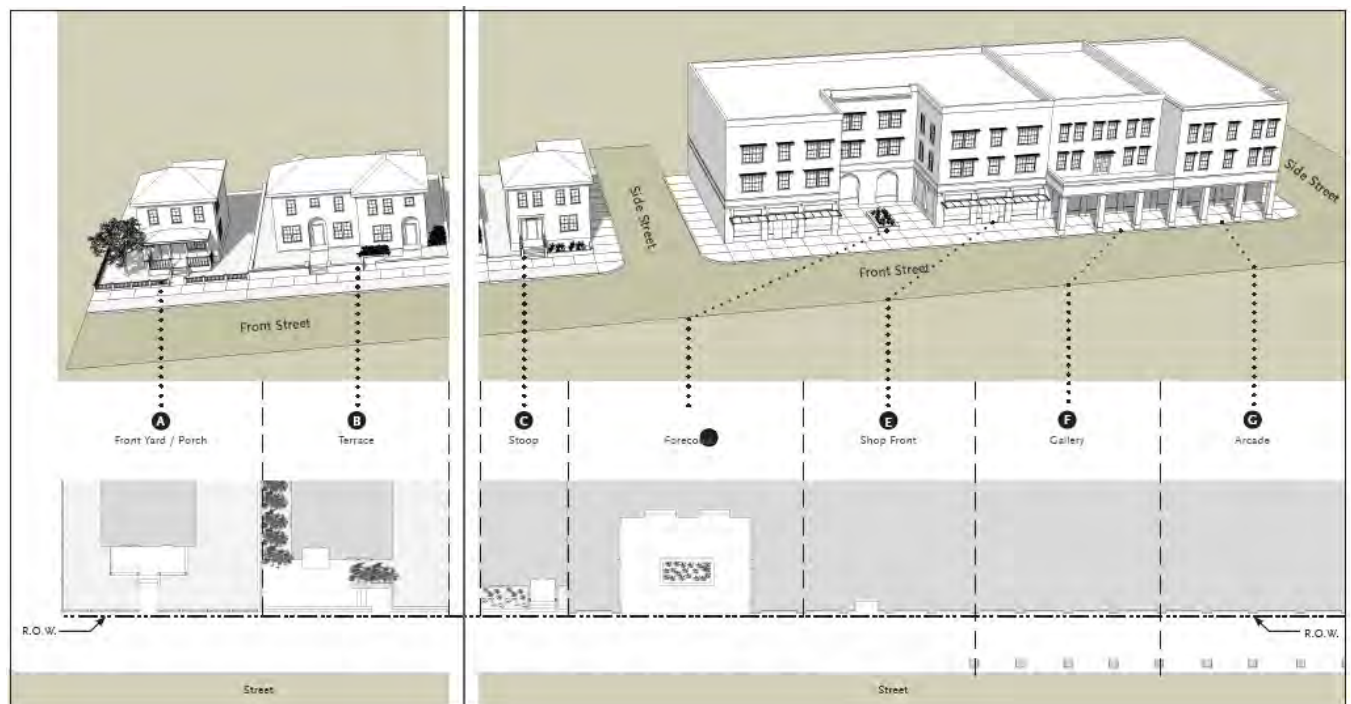
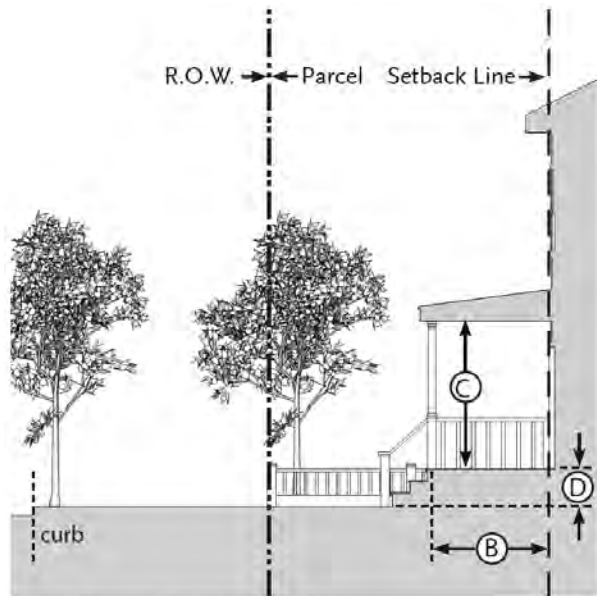
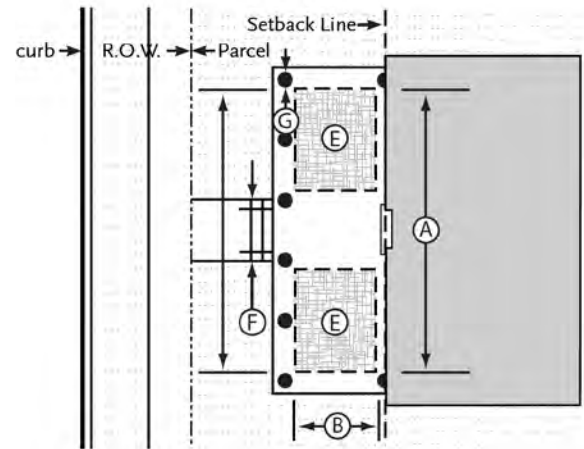


Figure 4, Frontage Types Illustrative Diagram

22.46.3011.D – Front Yard/Porch



Section Diagram: Frontyard / Porch



Plan Diagram: Frontyard / Porch

1. Description

Front yards provide a physical transition from the sidewalk to the building. The front yard may also be raised from the sidewalk, creating a small retaining wall at the property line with entry steps to the yard. A raised porch may be combined with the front yard as shown in the photo example.

2. Transect Zones Allowed

CC, NC, LMD

3. Size

Width, Clear	12 ft. min. centered entry 10 ft. min asymmetrical entry	(A)
Depth, Clear	7 ft. min.	(B)
Height, Clear	8 ft. min.	(C)
Finish Level above Grade	3 ft. max.	(D)
Floor Area, Clear	4 ft. x 6 ft. min.	(E)
Path of Travel	3 ft. wide min.	(F)
Width, Support Pillars	1 ft. max.	(G)

4. Miscellaneous

Porch must be open on at least three sides and have a roof.

Porch may project a maximum of 4 ft. into front yard setback.

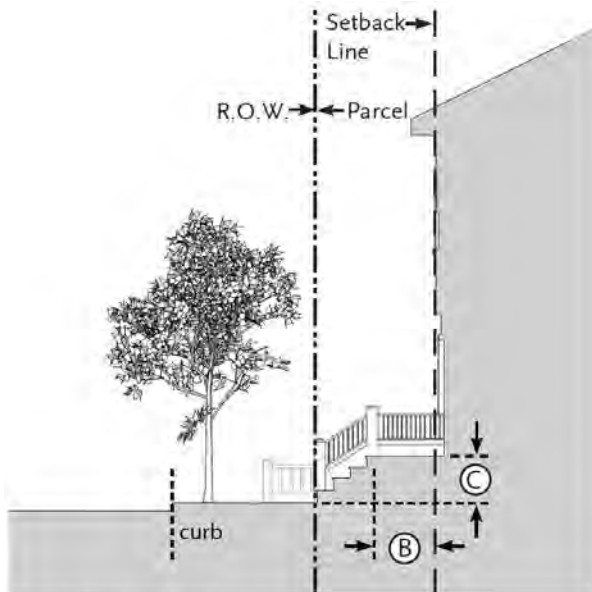


Example of one-story House with Front Yard/Porch.

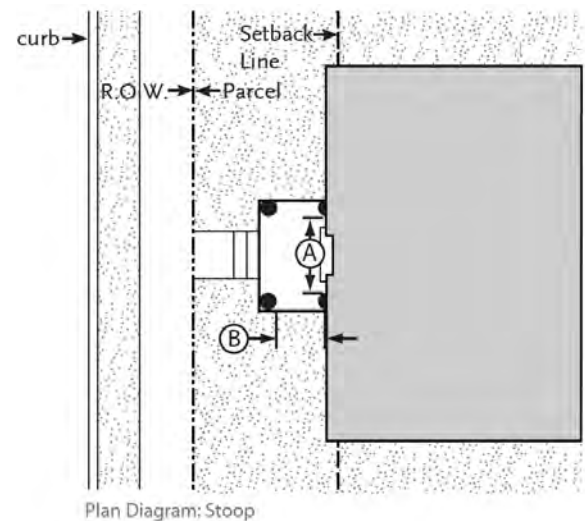


Example of 1-1/2 story House with wrap-around Porch and raised Front Yard.

22.46.3011.E – Stoop



Section Diagram: Stoop



Plan Diagram: Stoop

1. Description

Stoops are elevated entry porches/stairs placed close to the frontage line with the ground story elevated from the sidewalk, securing privacy for the windows and front rooms. This type is suitable for ground-floor residential uses with short setbacks. This type may be interspersed with the Shop Front frontage type.

2. Transect Zones Allowed

TOD, CC, FS, NC

3. Size

Width, Clear	4 ft. min. 8 ft. max.	(A)
Depth, Clear	4 ft. min. 8 ft. max.	(B)
Finish Level above Sidewalk	3 ft. max.	(C)

4. Miscellaneous

May project a maximum of 4 ft. into front yard setback.

Stairs may be perpendicular or parallel to the building facade.

Ramps shall be parallel to the facade or along the side of the building.

Covered or recessed entry doors are encouraged. Entry doors shall face the street.

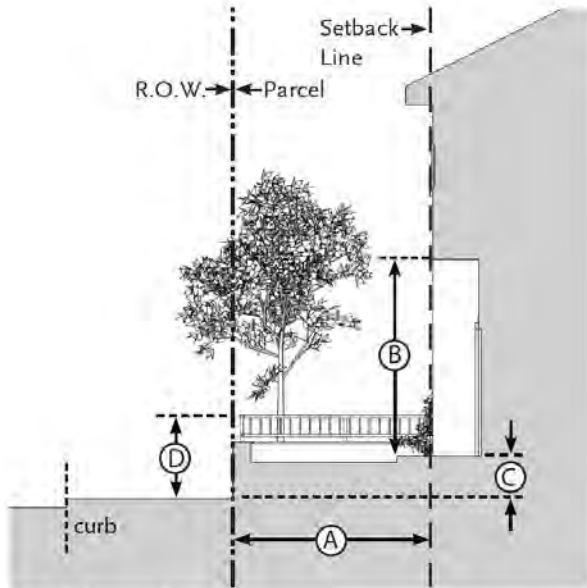


Example of covered Stoop serving a commercial use.

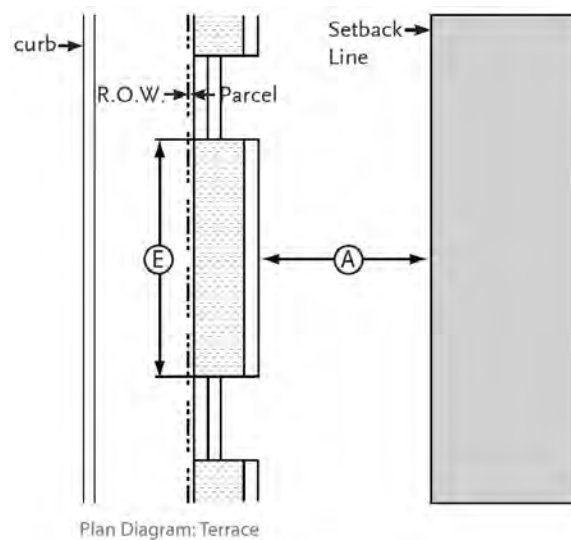


Example of Stoop serving two residential entries.

22.46.3011.F – Terrace



Section Diagram: Terrace



Plan Diagram: Terrace

1. Description

A terrace separates the facade from the sidewalk and the street. This type buffers residential use from urban sidewalks and removes the private yard from public encroachment. Terraces are suitable for conversion to outdoor cafes where such a use is allowed by the transect zone.

2. Transect Zones Allowed

TOD, CC, NC, LMD

3. Size

Depth, Clear	7 ft. min.	(A)
Height, Clear	8 ft. min.	(B)
Finish Level above Sidewalk	3 ft. max.	(C)
Height, Perimeter Wall	4 ft. max.	(D)
Distance between Stairs	50 ft. max.	(E)
Length of Terrace	150 ft. max.	

4. Miscellaneous

These standards shall be used in conjunction with those for the Shop Front frontage. In case of conflict between them, the Terrace frontage standards shall govern.

Low walls used as seating are encouraged.

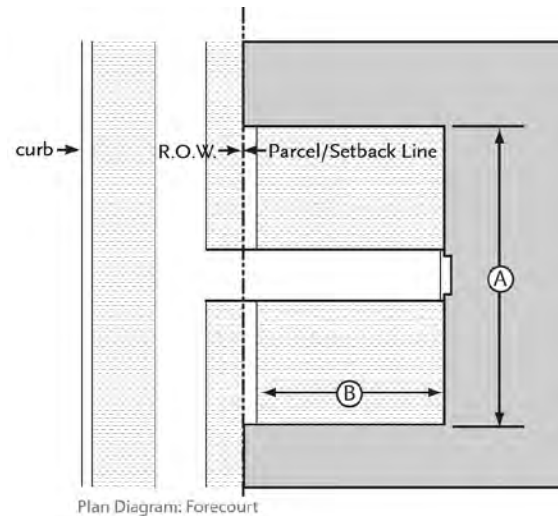
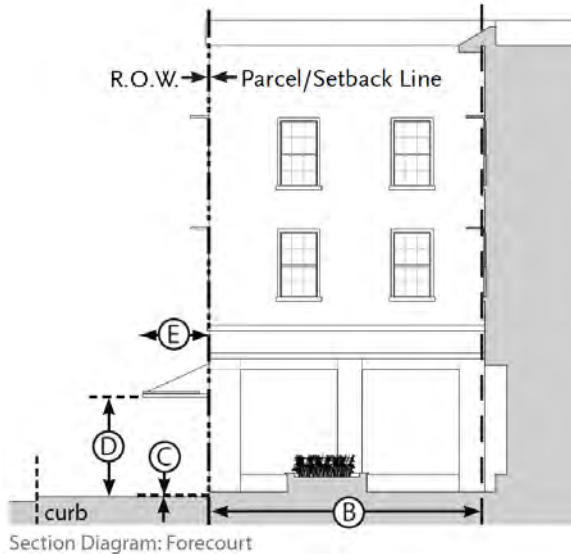


Example of covered Terrace used to accommodate change in grade and used in combination with Shop Front.



Example of Terrace with seating areas used in combination with Shop Fronts and awnings.

22.46.3011.G – Forecourt



1. Description

A forecourt is a semi-public space formed by a recess in the facade of a building and is generally appropriate for commercial or civic use.

2. Transect Zones Allowed

TOD, CC, FS, AB, NC

3. Size

Width, Clear	10 ft. min. 60 ft. max.	(A)
Depth, Clear	20 ft. min. 60 ft. max.	(B)
Finish Level above Sidewalk	3 ft. max.	(C)
Ground Floor Transparency	65% min.	

4. Awning

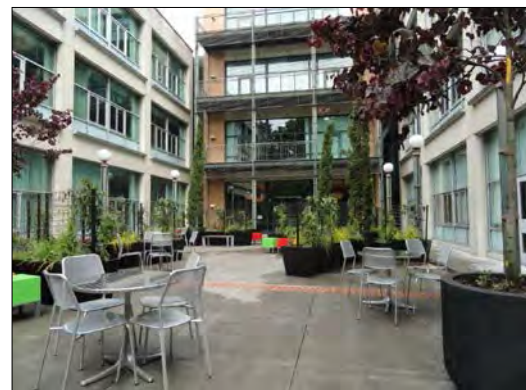
Height, Clear	8 ft. max.	(D)
Depth	4 ft. min.	(E)

5. Miscellaneous

These standards shall be used in conjunction with those for the Shop Front frontage. In case of conflict between them, the Forecourt frontage standards shall govern.

Encroachments, such as balconies, awnings, and signage are allowed in the Forecourt and shall be located at least 8 ft. above finish level.

The proportions and orientation of Forecourt space should be carefully considered for solar orientation and user comfort.

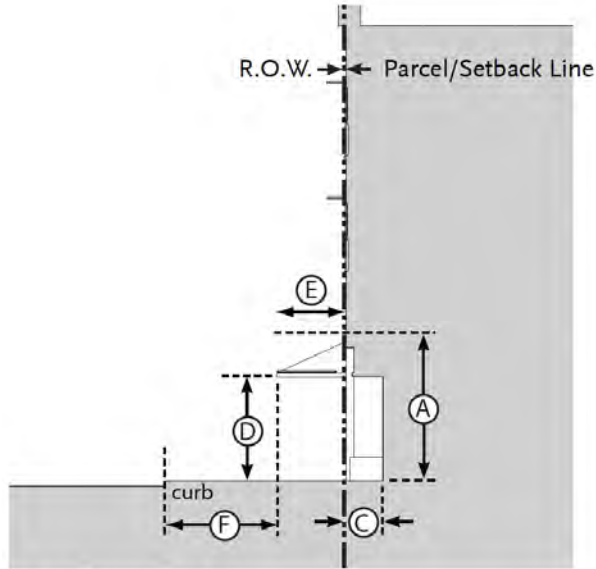


Example of Forecourt interior space with seating and landscape in planters and pots.

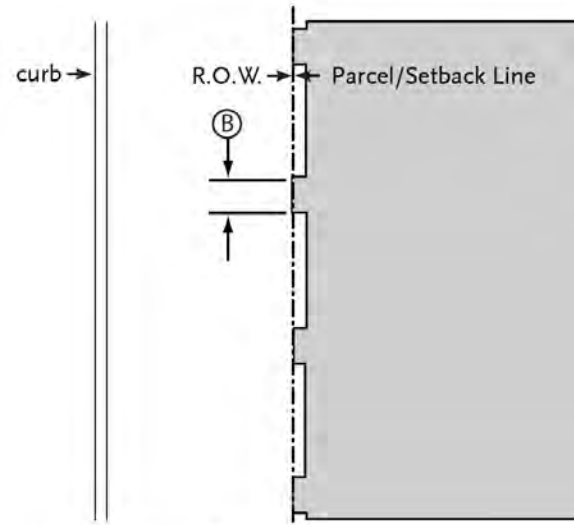


Example of small Forecourt area used in combination with Shop Front.

22.46.3011.H – Shop Front



Section Diagram: Shopfront



Plan Diagram: Shopfront

1. Description

Shop Fronts are large glazed openings in a facade, filled with doors and transparent glass in a storefront assembly.

2. Transect Zone Allowed

TOD, CC, FS, AB, NC

3. Size

Height, Shop Front Opening	11 ft. min.	(A)
Distance Between Glazing	2 ft. max.	(B)
Depth of Recessed Entries	10 ft. max.	(C)
Ground Floor Transparency	65% min.	

4. Awning

Height, Clear	8 ft. min.	(D)
Depth	4 ft. min.	(E)
Setback from Curb	2 ft. min.	(F)

5. Miscellaneous

Operable awnings are encouraged.

Open-ended awnings are encouraged.

Rounded, hooped, or bubble awning are discouraged.

Shop Fronts with accordion-style doors/windows or other operable windows that allow the space to open to the street are encouraged.

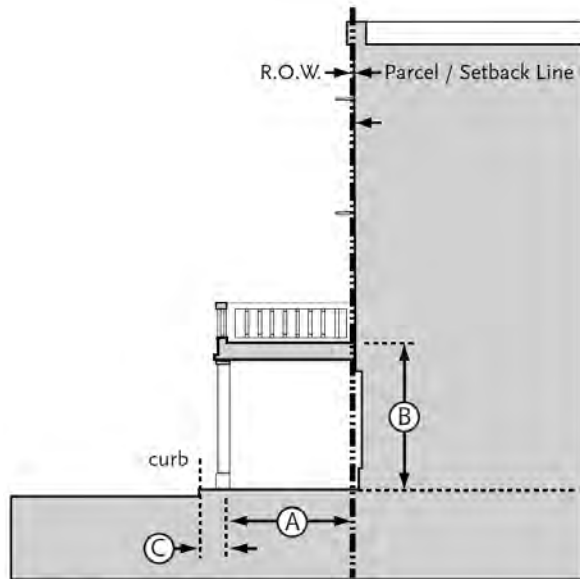


Example of a series of Shop Fronts.

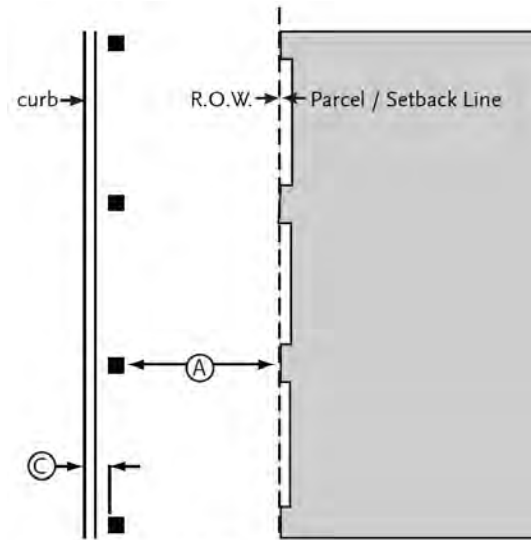


Example of Shop Front with covered corner entry.

22.46.3011.I. – Gallery



Section Diagram: Gallery



Plan Diagram: Arcade

1. Description

A gallery is a roof or deck projecting from the facade of a building, supported by columns that may be located behind the curb. Galleries shelter the sidewalk, but the space above the gallery is unenclosed. Galleries may be one to three stories in height as allowed by the transect zone, such that they may provide covered or uncovered porches at the second and third floors.

2. Transect Zones Allowed

TOD (Allowed only east of I-710), CC, FS, AB

3. Size

Depth, Clear	12 ft. min.	(A)
Ground Floor Height, Clear	14 ft. min.	(B)
Setback From Curb	2 ft. min.	(C)

4. Miscellaneous

These standards shall be used in conjunction with those for the Shop Front frontage. In case of conflict between them, the Gallery frontage standards shall govern.

Colonnades shall not screen from public view more than 25% of the ground floor facade.

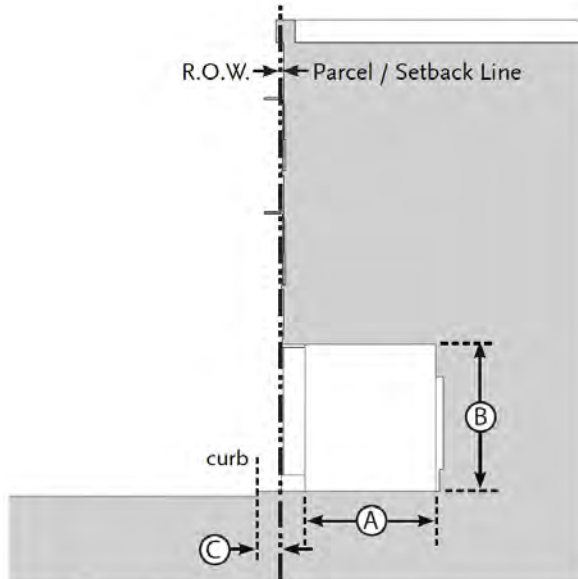


Example of Gallery abutting the curb and covering the pedestrian walkway.

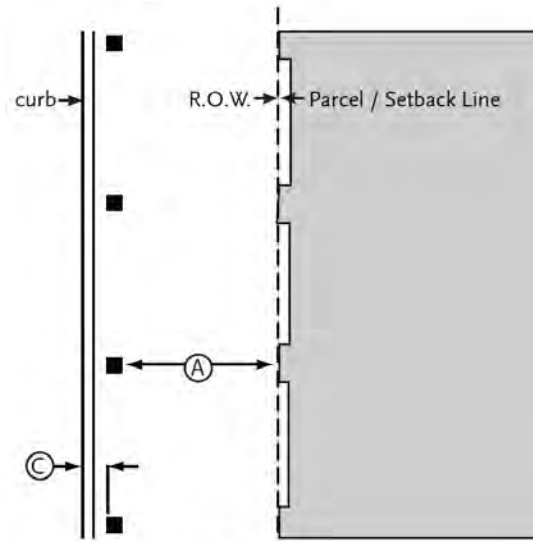


Example of Gallery setback from curb and located along the sidewalk line.

22.46.3011.J – Arcade



Section Diagram: Arcade



Plan Diagram: Arcade

1. Description

Arcades are facades with an attached colonnade that is covered by upper stories. The arcade should extend far enough from the building to provide adequate protection and circulation for pedestrians. This type is intended for buildings with ground floor non-residential uses.

2. Transect Zones Allowed

TOD (Allowed only east of I-710), AB

3. Size

Depth, Clear	12 ft. min.	(A)
Ground Floor Height, Clear	12 ft. min.	(B)
Setback From Curb	2 ft. min.	(C)

4. Miscellaneous

These standards shall be used in conjunction with those for the Shop Front frontage. In case of conflict between them, the Gallery frontage standards shall govern.

Colonnades shall not screen from public view more than 25% of the ground floor facade.



Example of Arcade setback from curb used in combination with Shop Front.



Example of Arcade located at curb and covering the pedestrian walkway; used in combination with Shop Front.

22.46.3012 Signs

A. Purpose.

1. To provide property owners and occupants an opportunity for effective identification subject to reasonable and appropriate conditions for identifying goods sold or produced or services rendered in all transect zones.
2. Maintain and enhance the quality of the community's appearance by:
 - a. Controlling the size, location and design of temporary and permanent signs so that the appearance of such signs will reduce sign clutter, be aesthetically harmonious with their surroundings, and will enhance the overall appearance of the built environment;
 - b. Preserving and perpetuating uncluttered views, and significant architecture and cultural resources; and
 - c. Protecting residential neighborhoods from adverse impacts of excessive signs.
3. Ensure that signs are located and designed to:
 - a. Maintain a safe and orderly pedestrian and vehicular environment; and
 - b. Reduce potentially hazardous conflicts between commercial or identification signs and traffic control devices and signs.

B. Applicability.

1. The requirements of this section apply to all on-site signs in the transect zones.
2. Signs regulated by this Form-Based Code shall not be erected or displayed unless a building permit is obtained or the sign is listed as exempt.

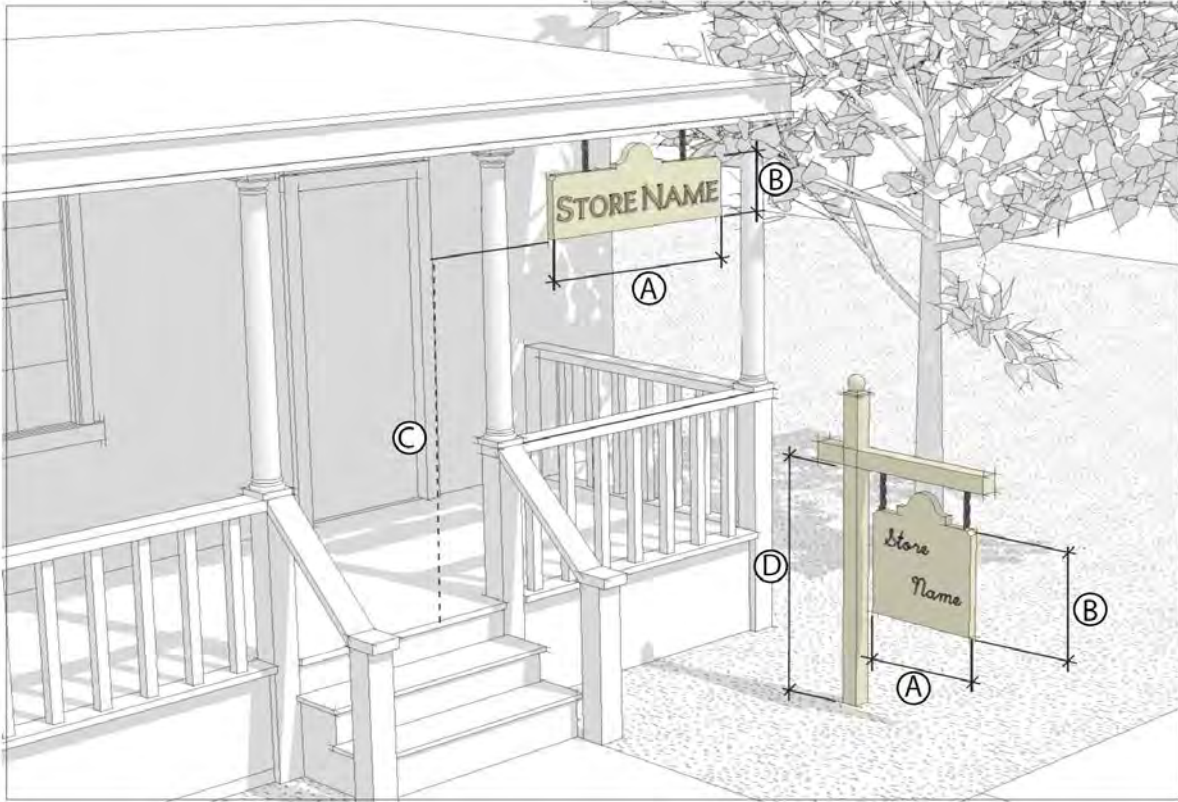
C. Exempt Signs. The signs in Section 22.52.810 are exempted pursuant to the provisions contained therein; and the following signs are exempt and do not require approval provided the sign conforms to the following requirements and that such sign is located in the TOD, CC, FS, AB, or NC transect zones.

1. Future tenant sign. A temporary sign that identifies the names of future businesses and shall be removed after the first business occupancy. One sign is allowed per street frontage with a maximum of 32 square feet area per sign. May only be displayed after tenant improvements begin and may not be displayed after the first occupancy of the tenant space.
2. Grand opening sign. A temporary promotional sign used by newly established businesses, within 90 days after initial occupancy, to inform the public of their location and services. "Grand Opening" does not mean an annual or occasional promotion by a business. One sign is allowed per street frontage with a maximum of 32 square feet area per sign.
3. Window sign. No more than two window signs per tenant are allowed consisting of permanently fixed individual lettering and/or logos not exceeding six inches in height and a

total maximum sign area of three square feet. A window sign shall only be externally illuminated.

4. Temporary window sign. A tenant may display one temporary window sign, provided the sign does not exceed 25% of the area of any single window or of adjoining windows on the same street frontage. Display shall not exceed 30 days with a minimum of 30 days between installation periods with a maximum of four display times per calendar year. A temporary window signs shall only be externally illuminated.
 5. Directory Sign. A directory sign listing more than one tenant to provide a listing of the names of business establishments within a building or series of buildings is allowed provided the signable area is no larger than six square feet in area. Such directory sign may be wall mounted provided it is no higher than 8 feet from the finish level, or may be freestanding provided it is no higher than 3 feet from the finish level.
 6. Affiliation Sign. Affiliation signs that provide notices of services (e.g., credit cards accepted, trade affiliations, etc.) are allowed provided such signs or notices shall not exceed one square foot in area for each sign, and no more than three signs shall be allowed for each business. Affiliation signs shall only be externally illuminated.
- D. Prohibited Signs. Signs prohibited in Section 22.52.990 of Title 22 and all sign types and sizes not expressly allowed by this Form-Based Code are prohibited.
- E. Allowed Signs.
1. The signs in Section 22.52.910, 22.52.940, 22.52.950, and 22.52.980 are allowed pursuant to the provisions contained therein.
 2. The sign types in subsection 22.46.3012.E.3 to 22.46.3012.E.6 are allowed in the following transect zones: TOD, CC, FS, AB, and NC.
 - a. Application Requirements. A sign application shall include all information, materials, and fees required by Section 22.46.3004.B of this Form-Based Code for ministerial Site Plan Review.
 - b. Review and Approval Authority. The Director may approve a sign through the ministerial Site Plan Review.
 - c. Revisions to Signs. Revisions to a sign may be approved by the Director with a ministerial Site Plan Review pursuant to Section 22.46.3004.B of this Form-Based Code

22.46.3012.E.3 –Yard Sign



a. Description

The yard sign type is a sign mounted on a porch or in a yard between the public right-of-way and the building facade. Yard signs mounted on a porch are placed parallel to the building's facade. Yard signs mounted in a yard are placed parallel or perpendicular to the right-of-way.

b. Size

Signable Area

Area	8 sq. ft. max.	
Width	3 ft. max.	(A)
Height	3 ft. max.	(B)

c. Location

Clear Height		(C)
Mounted on Porch	6 ft. 8 in min.	
Mounted in Yard	1 ft. min.	
Overall Height	5 ft. max.	(D)

Signs per Building

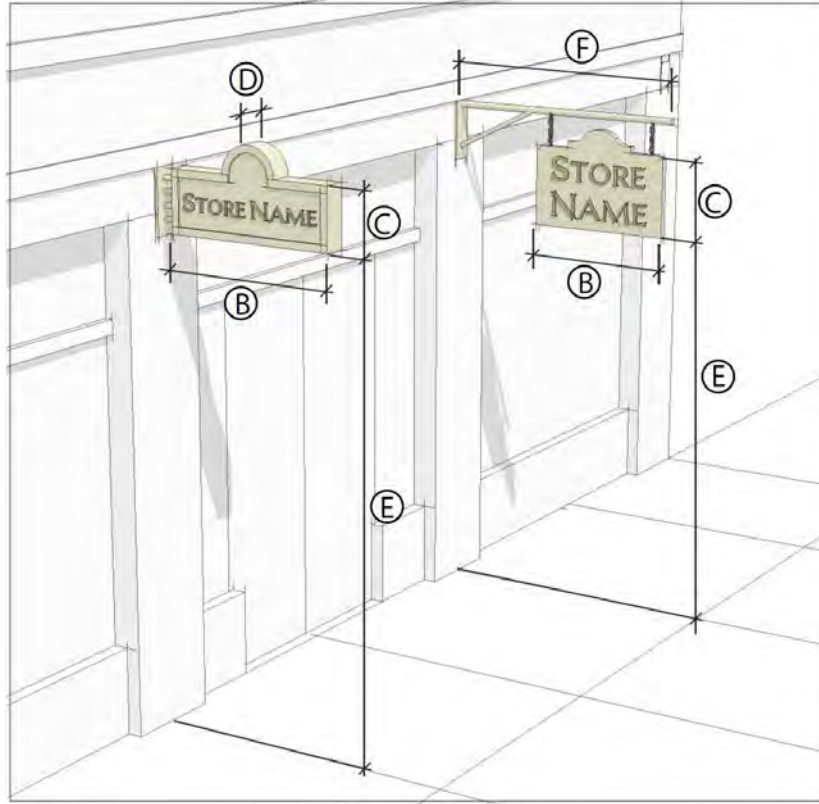
Mounted on Porch	1 max.
Mounted in Yard	1 max.

d. Miscellaneous

Signs may not be located within the public right-of-way.

Yard signs shall be parallel or perpendicular to the public right-of-way.

22.46.3012.E.4 – Projecting Sign



a. Description

The projecting sign type is mounted perpendicular to a building's facade from decorative metal brackets or mounted on the building wall. Projecting signs are small, pedestrian scaled, and easily read from both sides.

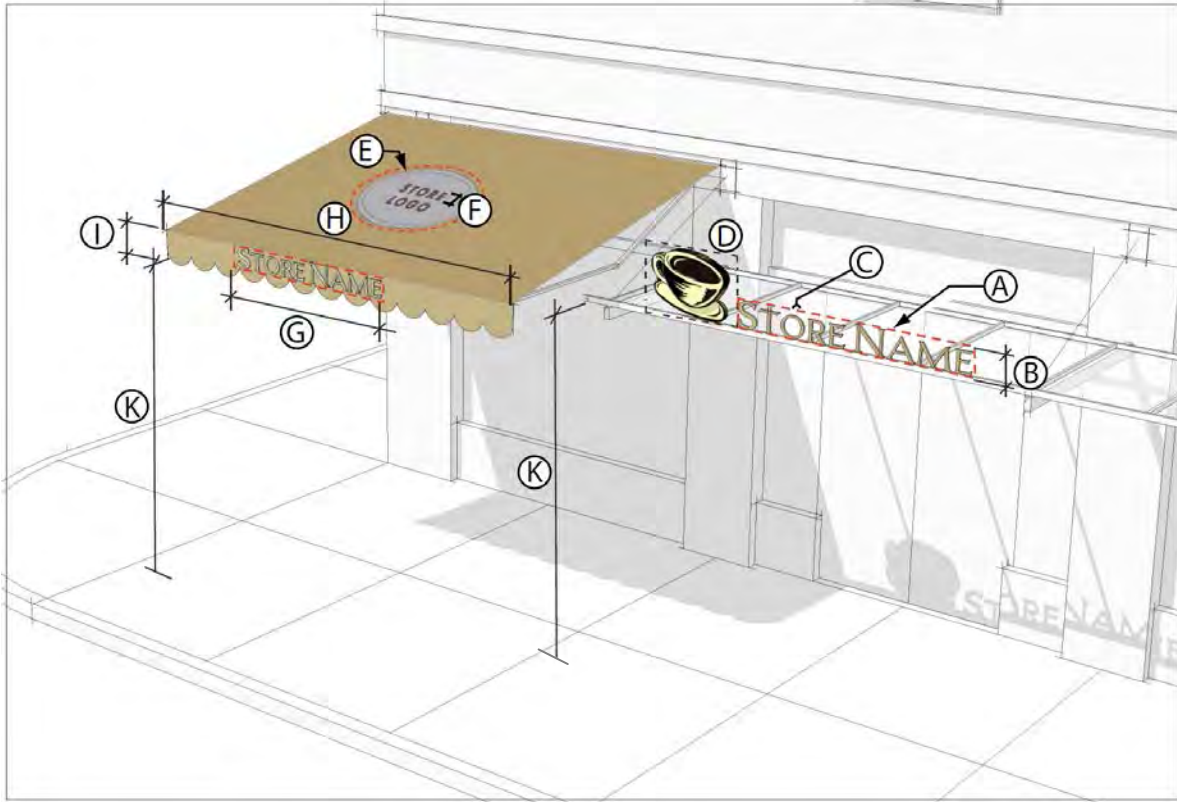
b. Size

Sign Area	6 sq. ft. max. per side; 12 sq. ft. max total	(A)
Width	4 ft. max.	(B)
Height	3 ft. max.	(C)
Thickness	4 in. max.	(D)

c. Location

Clear Height	8 ft. min.	(E)
Projection	5 ft. max.	(F)
Signs Per Building	1 per entry door max.	

22.46.3012.E.5 – Awning Sign



a. Description

The awning sign type is a traditional shop front element and can be used to protect merchandise, and keep interiors and sidewalk passages shaded and cool in hot weather. Tenant signs may be painted, screen printed, or appliquéd on the awnings.

b. Size

Projecting		
Signable Area	1 sq. ft. per linear ft. of shop front max.	Ⓐ
Lettering Height	12 in. max.	Ⓑ
Lettering Thickness	6 in. max.	Ⓒ
Feature/Logo	2-1/4 sq. ft. max.	Ⓓ
Sloping Plane		
Signable Area	25% coverage max.	Ⓔ
Lettering Height	18 in. max.	Ⓕ

Size (continued)

Valance		
Signable Area	75% coverage max.	Ⓖ
Width	Shop front width max.	Ⓗ
Height	8 in. min; 12 in. max.	Ⓘ
Lettering Height	8 in. max.	Ⓙ

c. Location

Clear Height	8 ft. min.	Ⓚ
Signs Per Awning	1 projecting; or 1 valance and 1 sloping max.	

d. Miscellaneous

Only the tenant's store name, logo, and/or address shall be applied to the awning. Additional information is prohibited.

Open ended awnings are encouraged.

Vinyl or plastic awnings are discouraged.

22.46.3012.E.6 – Wall Sign



a. Description

The wall sign type is flat against the facade consisting of individual cut letters applied directly to the building, raised letters on a panel, or painted directly on the surface of the building. Wall signs are placed above shop fronts and often run horizontally along the entablature of traditional buildings, or decorative cornice or sign band at the top of the building.

b. Size

Signable Area

Area	1 sq. ft. per linear foot of shop front width up to 30 sq. ft. max.	(A)
Width	Shop front width, max.	(B)
Height	1 ft. min., 3 ft. max.	(C)

Size (continued)

Lettering

Width	75% of signable width max.	(D)
Height	75% of signable height, max.; 3 ft. max., whichever is less	(E)

c. Location

Projection	8 ft. min.
Signs Per Building	1 per establishment max.

d. Miscellaneous

Changeable copy signs are only allowed for gasoline price signs, directory signs listing more than one tenant, signs advertising restaurant food specials, and films and live entertainment which change on a regular basis.

Internally illuminated signs are discouraged.

Cabinet Signs are prohibited.

Wall signs shall not protrude beyond the roof line or cornice of a building, or the building wall.

F. Creative Sign Permit.

1. Purpose. Establishes standards and procedures for the design, review, and approval of Creative Signs to:
 - a. Encourage signs of unique design, and that exhibit a high degree of thoughtfulness, imagination, inventiveness, and spirit; and
 - b. Provide a process for the application of sign regulations in ways that will allow creatively designed signs that make a positive visual contribution to the overall image of East Los Angeles, while mitigating the impacts of large or uniquely designed signs.
2. Applicability. A property owner or applicant may request approval of a Creative Sign Permit to authorize on-site signs that employ standards that differ from the other provisions of this section, but comply with the provisions of this subsection 22.46.3012.F.
3. Application Requirements. A Creative Sign permit application shall include all information, materials, and fees as required for a Substantial Conformance Review application pursuant to Section 22.46.3004.D of this Form-Based Code.
4. Review and Approval Authority. The Hearing Officer may approve a Creative Sign permit through the granting of a Specific Plan Substantial Conformance Review for a Creative Sign permit pursuant to Section 22.46.3004.D of this Form-Based Code, except that the findings for a Specific Plan Substantial Conformance Review in Section 22.46.3004.D.4 of this Form-Based Code are not applicable.
5. Burden of Proof. In approving an application for a Creative Sign permit, the applicant shall substantiate to the satisfaction of the Hearing Officer the following:
 - a. Design Quality. The sign:
 - i. Constitutes a substantial aesthetic improvement to the site and has a positive visual impact on the surrounding area;
 - ii. Is of unique design, and exhibits a high degree of thoughtfulness, imagination, inventiveness, and spirit; and
 - iii. Provides strong graphic character through the imaginative use of graphics, color, texture, quality materials, scale, and proportion.
 - b. Contextual Criteria. The sign shall contain at least one of the following elements:
 - i. Classic historic design style;
 - ii. Creative image reflecting current or historic character of the community; and
 - iii. Inventive representation of the use, name, or logo of the structure or business.
 - c. Architectural Criteria. The sign:
 - i. Utilizes or enhances the architectural elements of the building; and

- ii. Is placed in a logical location in relation to the overall composition of the building's façade and does not cover any key architectural features or details of the facade.
 - d. Neighborhood Impact Criteria. The sign is located and designed as to not cause light and glare impacts on neighboring residential uses.
6. Revisions to Creative Sign Permit. Revisions to a Creative Sign permit may be approved by the Director with a Revised Exhibit "A" if the intent of the original approval is not affected. Revisions that would deviate from the intent of the original approval shall require the approval of a new Creative Sign permit.

G. Master Sign Program.

1. Purpose. A master sign program is intended to:
 - a. Integrate the design of multiple signs proposed for a development project with the design of the structures, into a unified architectural statement; and/or
 - b. Provide a means for defining common sign regulations for multi-tenant projects, to allow latitude in the design and display of multiple signs, and to achieve, not circumvent, the intent of this Form-Based Code and the Specific Plan vision.
2. Applicability. The approval of a master sign program shall be required whenever any of the following circumstances exist:
 - a. The property owner or applicant requests approval of a master sign program;
 - b. A project is proposed with four or more non-exempt signs located on the same lot or parcel, or building; or
 - c. A non-exempt sign is proposed where a non-conforming sign is present on a property which has four or more tenant spaces.
3. Application Requirements. A master sign program application shall include all information, materials, and fees as required for a Substantial Conformance Review application pursuant to Section 22.46.3004.D of this Form-Based Code.
4. Review and Approval Authority. The Hearing Officer may approve a master sign program through the granting of a Specific Plan Substantial Conformance Review for a master sign program pursuant to Section 22.46.3004.D of this Form-Based Code, except that the findings for a Specific Plan Substantial Conformance Review in Section 22.46.3004.D.4 of this Form-Based Code are not applicable.
5. Burden of Proof. In approving an application for a master sign program, the applicant shall substantiate to the satisfaction of the Hearing Officer the following:
 - a. The master sign program complies with the purposes of this Form-Based Code and the overall intent and vision of this Specific Plan;

- b. The master sign program enhances the overall development, is harmonious with, and relates visually to other signs included in the master sign program, to the structures or developments they identify, and to surrounding development;
 - c. The master sign program accommodates future revisions that may be required because of changes in use or tenants; and
- 6. Revisions to Master Sign Programs. Revisions to a master sign program may be approved by the Director with a Revised Exhibit "A" if the intent of the original approval is not affected. Revisions that would deviate from the intent of the original approval shall require the approval of a new master sign program.
- H. Sign Design Recommendations. The County does not regulate the message content (copy) of signs; however, the following are principles of copy design and layout that can enhance the readability and attractiveness of signs. Copy design and layout consistent with these principles is encouraged, but not required.
 - 1. Sign copy should relate only to the name and/or nature of the business or building.
 - 2. Permanent signs that advertise information such as continuous sales, special prices, or include phone numbers, should be avoided.
 - 3. Information should be conveyed briefly or by logo, symbol, or other graphic manner. The intent should be to increase the readability of the sign and thereby enhance the identity of the business.
- I. Sign Maintenance Requirements. A sign that is not properly maintained or is dilapidated shall be deemed a public nuisance, and shall be abated in compliance with Part 6 of Chapter 22.60 of Title 22.
- J. Nonconforming Signs and Amortization.
 - 1. Applicability. The provisions of this subsection shall apply to all nonconforming signs.
 - a. In addition to all other applicable provisions of this section 22.46.3012, a nonconforming sign shall not be:
 - i. Modified relocated, replaced, repaired or re-established unless it is to bring the sign into conformance with the provisions of this section 22.46.3012.
 - ii. Re-established after damage or destruction of more than 50 percent of the replacement value of the sign prior to said damage or destruction.
 - 2. Removal and Amortization Schedule. Any sign which is nonconforming due to the requirements of this Form-Based Code or to the requirements of Title 22, either by variance previously granted or by conformance to the existing sign regulations at the time the initial permit for such sign was issued, shall either be removed or made to comply with this Form-Based Code within 15 years from the effective date of this Form-Based Code.

22.46.3013 Block and Subdivision Guidelines

- A. Purpose. This section establishes guidelines for maintaining the existing interconnected street and block network as well as for subdividing blocks into pedestrian-scaled blocks.

The procedure for subdividing land is intended to generate an urban infrastructure of small-scale, walkable blocks defined by an interconnected street network that is punctuated by a variety of public open space types.

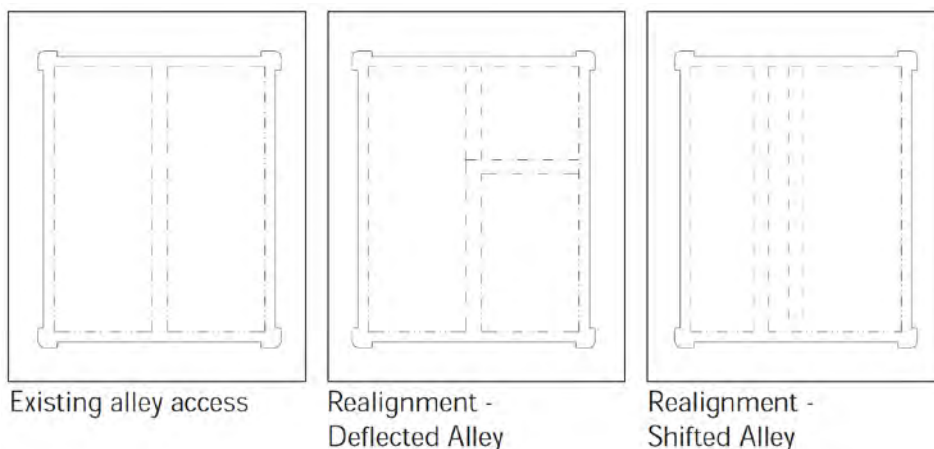
- B. Applicability. Any site that proposes new development and exceeds two acres in area should be designed in compliance with the guidelines of this section 22.46.3013.

- C. Design Objectives and Subdivision Guidelines, existing blocks. Each site should be designed to:

1. Maintain the existing street network;
2. Enhance circulation and access;
3. Generate lots within the block that facilitate pedestrian-oriented building design;
4. Generate buildings with their entrances facing bordering streets.

- D. Existing Right-of-Way and Alley Guidelines.

1. Realignment of Right(s)-of-Way. Existing rights-of-way may be realigned provided that the resulting block and private property meet the guidelines of this section and the applicable building type standards of Section 22.46.3010 of this Form-Based Code.
2. Existing Alley-Access. In all cases, blocks with alleys should maintain such access. Existing alley-access may be modified through realignment; (shift, deflection, etc.) provided the realigned alley results in a minimum 100 feet of net lot depth on both sides of the realigned alley.



- E. Design Objectives and Subdivision Guidelines. New blocks. Each site that exceeds 2 acres should be designed to be divided into smaller blocks with:

1. Internal streets, where appropriate to connect with off-site streets and/or to create a series of smaller, walkable blocks;
 2. Service alleys within the new blocks;
 3. Lots within the block(s) for the purpose of facilitating pedestrian-oriented building design;
 4. Buildings, as allowed, correspond to lots with their entrances on bordering streets.
- F. New Block Guidelines. The dimensional guidelines and required lot widths are summarized below:
1. Orthogonal Block Guidelines. Orthogonal blocks are rectilinear and consist of square or rectangular designs. The following guidelines apply:
 - a. Block Length / Width. Blocks of various designs and functions are allowed as diagrammed in this section and per the corresponding guidelines below:

Minimum: 150 feet; Maximum: 400 feet
 - b. Lot Width. All buildings should be designed to a lot as identified below:

Minimum: 50 feet or pursuant to the allowed Building Type, whichever is less

Maximum: 300 feet
- Note: The lot is primarily for design purposes and may be made permanent through the regular process for lot line adjustments, or lot and/or tract maps.

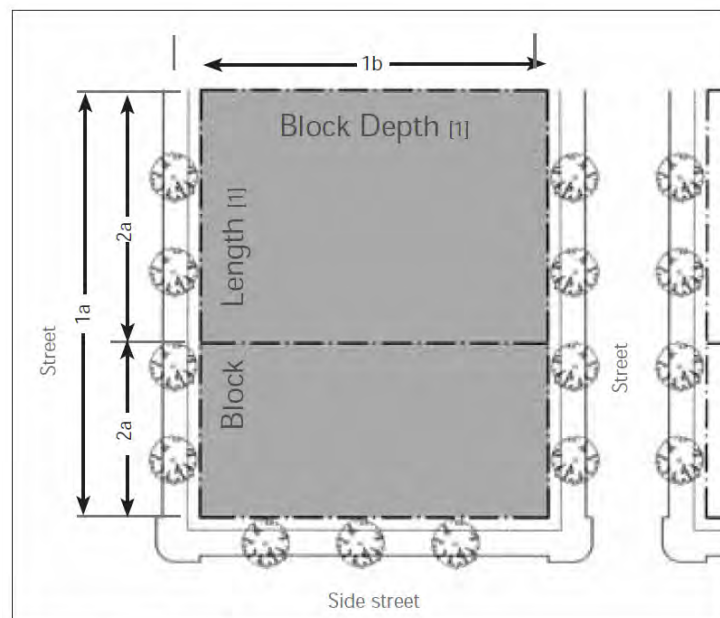


Figure 5 Orthogonal Block Guidelines Diagram

2. Trapezoidal Block Guidelines. Trapezoidal blocks are irregular in shape and consist of various designs. The following guidelines apply:

- a. Block Length / Width. Blocks of various designs and functions are allowed as identified in the diagram at left and per the corresponding guidelines below:

Minimum: 100 feet; Maximum: average of 500 feet for two longest sides

- b. Lot Width. All buildings should be designed to a lot as identified below:

Minimum: 50 feet or pursuant to the allowed Building Type, whichever is less

Maximum: 300 feet

Note: The lot is primarily for design purposes and may be made permanent through the regular process for lot line adjustments, or lot and/or tract maps.

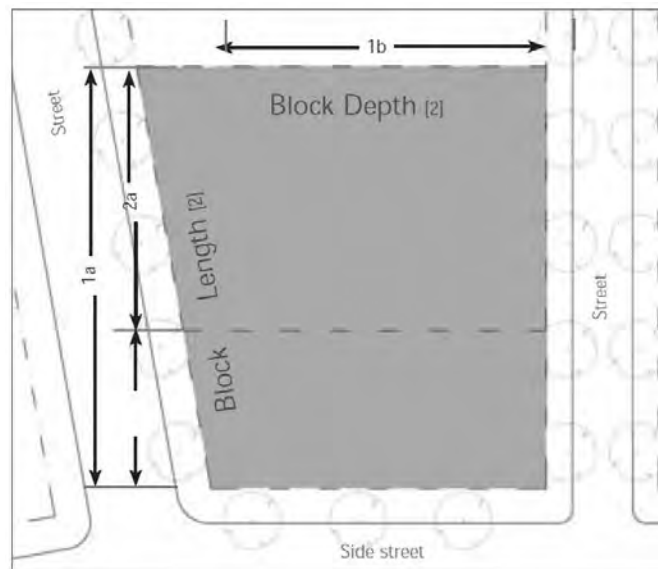


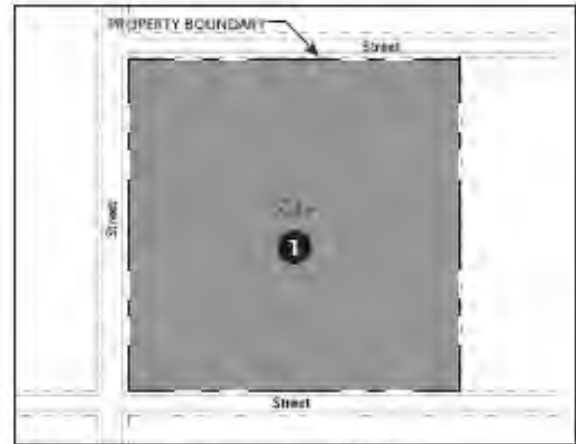
Figure 6 Trapezoidal Block Guidelines Diagram

3. Streets / Rights-of-Way. All blocks should be designed to support a pedestrian-oriented environment pursuant to the goals and policies of the Specific Plan.

G. Illustrative Sequence: Applying Subdivision Guidelines to Achieve Pedestrian-Scaled Buildings.

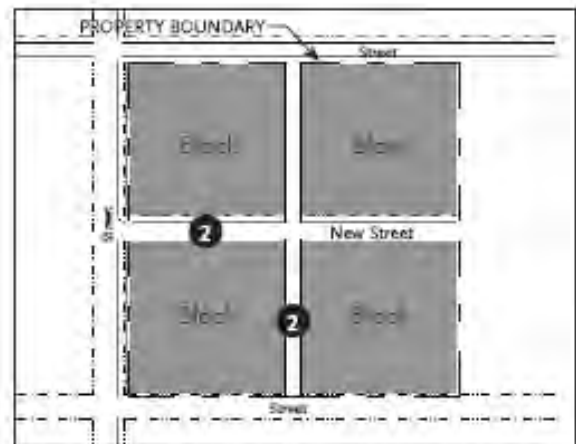
This series of diagrams identifies the sequence of creating and maintaining walkable and multi-modal blocks to be developed in a variety of ways per the provisions of this Form-Based Code. This information illustrates the intent of the subdivision guidelines of Section 22.46.3014, combined with the building type standards of Section 22.46.3010, Title 21 of the County Code, provide direction on how to subdivide large lots.

Step 1: Existing Site. Sites larger than 2 acres should be subdivided further to create additional blocks. For sites less than 2 acres in size the requirements to introduce streets and alleys do not apply.



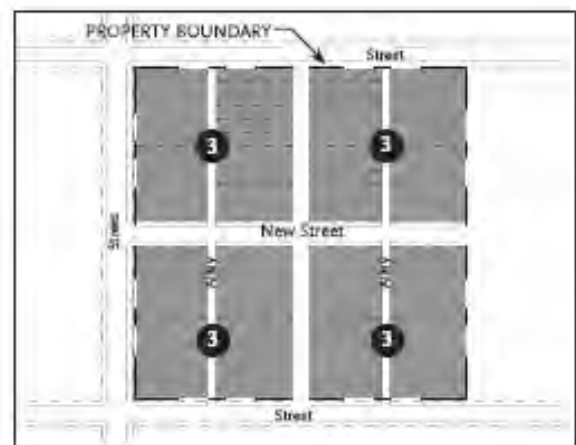
Existing site prior to creating new blocks

Step 2: Introduce Streets. Sites being subdivided into additional blocks should introduce pedestrian-scaled streets and comply with applicable block-size requirements.



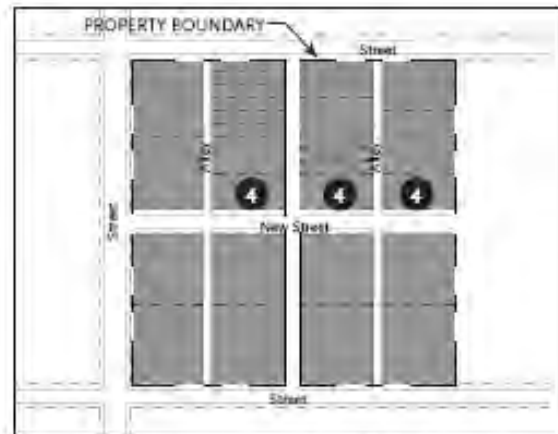
Streets are introduced to achieve pedestrian-scaled environment.

Step 3: Introduce Alleys. Vehicular and pedestrian access to blocks and their individual lots is allowed only by alley/lane, side street or, in the case of residential development, via small side drives accessing multiple dwellings. The intent is to maintain the integrity and continuity of the streetscape without interruptions such as driveway access. Therefore, although residential development allows minor interruptions along the primary frontage, the introduction of rear service thoroughfares such as alleys and lanes is required.



Alleys are introduced to provide service and vehicular access.

Step 4: Introduce Lots. Based on the type(s) of blocks created and the thoroughfare(s) that they front, lot(s) are introduced on each block to correspond with the allowable building types. These lot(s) are for the purpose of design and reflect the minimum area needed to effectively design corresponding building types. The permanence of the lot/lot lines is not required by these guidelines.



Lots are introduced per the width and depth requirements per the Building Type (Section 5.4.1)

Step 5: Introduce Projects. Each lot is designed to support a building(s). Lots can be configured for the allowed building types in the transect zone. The allowable building types are combined with the allowable frontage types, per the transect zone in which the lot is located.



Projects/Buildings are introduced per the applicable requirements:

APPENDIX



I. DEVELOPMENTAL INFLUENCES

A. Housing Subdivisions

One of the first subdivisions in the project area was Occidental Heights, located south of 3rd Street from Indiana Street to Gage Avenue. It was laid out in 1887 by a group of Presbyterian clergy to help raise funds to build Occidental University (later Occidental College) on the site. (The university building was destroyed by fire in 1896 and the school relocated to Highland Park in 1898.) Most of the land to the north of 3rd Street was also subdivided in 1887. That area became known as Belvedere after the Belvedere Tract at the northwest corner of 3rd and Indiana Streets. A school district was established in 1888 with the first school built at 1st Street and Rowan Avenue in 1889. At this time, this area was outside the farthest eastern reaches of the city limits and was mostly rural in character, and no streetcars went further than Evergreen Cemetery at 1st Street and Evergreen Avenue in Boyle Heights. To coax buyers to consider the Occidental Heights Tract the advertisements read:

Situated just outside the city limits...on a high plateau commanding the most delightful views in every direction. Free from the fogs which prevail in the western portion of the city, and receiving daily and delightful sea-breeze uncontaminated by the smoke and smells of the city. (Los Angeles Times, April 3, 1887.)

The Calvary Cemetery, which backs up to 3rd Street was established in 1896 on Whittier Boulevard. The old Calvary Cemetery was within the city limits and served the city for six decades, until city expansion called for relocation. Further development stalled at this eastern boundary for a time until the infrastructure could be extended.

The long-term success of these neighborhoods depended on ready access to the city. By 1903, the residents of both Occidental Heights and Belvedere were anxious to have a streetcar line extended to their neighborhoods and petitioned for an extension. At about the same time, these neighborhoods were also petitioning for annexation to the City of Los Angeles. There was a conflict about water rights and annexation would ensure continued access. In 1905 the streetcar was extended but the water was not and the neighborhoods remained outside the city limits.

Because the streetcars made the extension to the western edge of the project area by 1905, during a time of increasing development in the area, the neighborhoods could be considered streetcar suburbs. However, it was the residents who petitioned for the franchise and not the land developers.

A streetcar suburb is a community whose growth and development was strongly shaped by the use of streetcar lines as a primary means of transportation. Los Angeles owes its growth and layout to the streetcar. The streetcar transported passengers over distances they could not easily cover on foot at a small cost shared by many patrons. Streetcars were originally animal powered carts rigged with multiple seats riding small steel rails; a configuration that avoided tiring ruts, dust and the cost of paved roads. Where a man alone could perhaps commute on foot a half mile or more from home to work, mass transit brought that same man the ability to commute three or four miles in relative comfort. Cable cars and then electric trolleys improved on animal traction with higher speeds and better reliability without pollution. (SurveyLA "Draft Historic Context Statement", Chapter 3-4, March 13, 2008.)

Streetcar lines fostered tremendous expansion of suburban growth in cities of all sizes. In older cities, electric streetcars quickly replaced horse-drawn cars, making it possible to extend transportation lines outward and greatly expanding availability of land for residential development. In a city like Los Angeles, streetcar lines formed the skeleton of the emerging metropolis and influenced the initial pattern of suburban development.

Socioeconomically, streetcar suburbs attracted a wide range of people from the working to upper-middle class, with the great majority being middle class. By keeping fares low in cost, streetcar operators encouraged households to move to the suburban periphery, where the cost of land and a new home was cheaper. (National Register Bulletin "Historic Residential Suburbs," <http://www.nps.gov/history/Nr/publications/bulletins/suburbs/part1.htm>. U.S. Department of the Interior, National Park Service. Accessed January 29, 2009.)

The extension of the Stephenson Avenue streetcar was completed to the eastern city limits in 1905. It was operated by the Los Angeles Railway. The Stephenson Avenue line was known as the "R" line and

Display Ad 240 - No Title
Los Angeles Times (1920-Corcoran Photo) Day 11, 1921; ProQuest Historical Newspapers Los Angeles Times (1921 - 1984)
pg. 74

New Tract Open Today

150 HIGH DRY LOT SIGHTLY BELVEDERE GARDENS

Get a First Choice
50 Ft. Lot
\$625 up
\$10 Cash
and
\$10 a Month

Possibly never before has a moderate priced home an investment opportunity been offered with its value future as BELVEDERE GARDENS.

EXPERT PREDICTS BIG JUMP IN VALUE OF VACANT LOTS

Almost over all homes—many of about work meeting new prices—rising at a rapid rate. Many lots and streets are also being rapidly being installed. One block from the end of 50 ft. lot BELVEDERE GARDENS faces the heaviest traveled auto boulevard out of Los Angeles. Traffic means quick increase in value and population.

TEMPORARY HOMES ALLOWED
Get in ahead of continued improvements—SAVE YOUR BEST MONEY. 25 dollars from 100 and Broadway. Call and see this wonderful development.

Representatives at Tract Office All Day Until 7 P.M.
BUY DIRECT FROM OWNER
30 Years of Responsibility Behind Each Sale

Janss Investment Co.
PHONE 10345
10345
FURNACE PLACE METROPOLITAN BLDG. 10345

How to Go—
Take Stephenson Ave. car on 7th St. to end of line. To fare and straight service. One block to tract office. Or drive out Stephenson Ave. in your own machine.

Free auto trip daily from our Main Office except Sunday.

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Display Ad 240 - No Title
Los Angeles Times (1920-Corcoran Photo) Day 11, 1921; ProQuest Historical Newspapers Los Angeles Times (1921 - 1984)
pg. 74

OPEN TODAY!

NEW "BOULEVARD" TRACT

BELVEDERE GARDENS ADDITION

BUSINESS AND HOME LOTS \$675 UP

Hundreds Will Be on Hand Today
GREATEST SALE OF BOULEVARD, BUSINESS AND RESIDENCE LOTS

Today the magnificent place of land directly opposite Belvedere Gardens, facing Whittier Boulevard, is open for sale. Buyer here understood to make advance reservation. Today it is open to everybody.

On the adjacent side of Whittier Boulevard nearly 1000 homes have been built in every six or eight months. Business homes are being rapidly built to take care of the business requirements of this busy industrial area.

**Mr. Wage-Earner, Mr. Workingman
Mr. Renter, Mr. Investor**
Take Advantage of this Opening. Last Opportunity
on Whittier Boulevard
Second Meeting Tracked Through Main Building From the City

Belvedere Gardens "Addition"

Twenty-five Minutes to 7th and Broadway. By Yellow Car Line.

Three lots only for sale. Come on Sunday and select your investment immediately to a lot here tomorrow.

Business Lots—\$1100 Up
Residence Lots—\$675 Up
ON OUR FAMOUS EASY PAYMENT PLAN

TEMPORARY HOMES ALLOWED

Representatives at Tract Office All Day

Janss Investment Co.
PHONE 10345
10345
FURNACE PLACE METROPOLITAN BLDG. 10345

How to Go—
Take Stephenson Ave. car on 7th St. to end of line. To fare and straight service. One block to tract office. Or drive out Stephenson Ave. in your own machine.

Free auto trip daily from our Main Office except Sunday.

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Display Ad 240 - No Title
Los Angeles Times (1920-Corcoran Photo) Day 11, 1921; ProQuest Historical Newspapers Los Angeles Times (1921 - 1984)
pg. 74

We Announce

Unit no. 2

Belvedere Gardens

ANNEX OPEN TODAY!

ABREAST OF NEW INDUSTRIAL DEVELOPMENTS

\$500 UP

\$25 DEPOSIT \$10 MONTHLY

Last Sunday we announced the opening of Unit No. 1—125 Belmont Street—Belvedere Gardens Annex. Tomorrow we open one of these lots open today.

TODAY Unit No. 2—125 Belmont Street—Belvedere Gardens Annex. It is open for sale. They will go just as fast as the first lot. They will go just as fast as the first lot. They will go just as fast as the first lot.

Most Popular Workingman's Home District

One Block From 5th Car Line
25 Minutes From 7th and Broadway

BUY NOW—AT
Belvedere Gardens Annex

Temporary Homes Allowed
Water, Gas, Electricity and Quick-Paved St.

Don't miss this. This is a home for sale. The money is yours. The lot is yours. The lot is yours. The lot is yours.

COME TODAY—only for YOU CASH—Get a first vision of Unit No. 2

Representatives at Tract Office All Day

Janss Investment Co.
PHONE 10345
10345
FURNACE PLACE METROPOLITAN BLDG. 10345

How to Go—
Take Stephenson Ave. car on 7th St. to end of line. To fare and straight service. One block to tract office. Or drive out Stephenson Ave. in your own machine.

Free auto trip daily from our Main Office except Sunday.

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1920s real estate advertisements

ran east from downtown Los Angeles on 7th Street and connected up with what is now Whittier Boulevard at Boyle Avenue (now Soto Street) and terminated at Indiana Street. In the 1920s as development extended eastward the streetcar followed along Whittier Boulevard where lots were sold for commercial purposes. The Indiana Street shuttle line (35) ran from Whittier Boulevard to 1st Street to connect the "R" and "P" lines from 1920 to 1946. The "P" line, to the north, ran parallel to 6 Whittier Boulevard along 1st Street. (Hill's Map of Greater Los Angeles, (Los Angeles, CA: Hill Map Co.) 1938.)

The early development of 3rd Street shows a small number of commercial properties; no readily available information verified the presence of a streetcar on 3rd Street that would have promoted early commercial development. Small commercial properties developed along the eastern portion of 3rd Street beginning in the 1920s – auto repair and gas stations. Churches and schools also appeared along 3rd Street by the early to mid-1920s.

The next major subdivision of the project area was Belvedere Gardens in 1921. This subdivision is located south of 3rd Street and east of the Calvary Cemetery extending to the east side of LaVerne

Avenue and south to Whittier Boulevard. This subdivision was developed by the Janss Investment Company. The land had once been part of the Rancho Laguna, a Spanish land grant that became part of the de Baker estate. After Arcadia de Baker died in 1915 the ranch land was leased while litigation held up the possibility of subdivision. The Janss Company purchased a total of four tracts. The first two are located in the project area and described above. Two additional tracts known as Belvedere Gardens Annex and Belvedere Gardens Addition, are located south of Whittier Boulevard, outside the project area, and were put on the market in early 1922. The lots were sold without improvements and temporary homes were allowed. The fact that these new neighborhoods faced Whittier Boulevard (Stephenson Avenue) was the major draw: "One block from the end of the 5 cent car line Belvedere Gardens faces the heaviest traveled auto boulevard out of Los Angeles. Traffic means quick increase in value and population." (6 Los Angeles Times, October 9, 1921.)

The Janss Investment Company was a successful real estate development company founded in 1893 by Dr. Peter Janss to provide homes for people of limited incomes. The Janss Corporation eventually developed a number of subdivisions in Southern

California, including parts of Monterey Park, Boyle Heights, and the San Fernando Valley. Janss was a full-service company, employing its own architects and engineers. It did all of its own public improvements and grading, and even planned parks and school sites. They saw in “Westwood Hills” the opportunity to create a premier middle-class subdivision for the Westside. By 1922, they were aggressively promoting home sites south of Wilshire Boulevard. Development of Westwood Village was underway by 1928 to accommodate the growth stimulated by the newly opened University of California, Los Angeles.

In 1922, just as Belvedere Gardens was being built, an industrial district located just to the south along the Union Pacific rail lines was developing, including several lumber mills which provided supplies for the new housing stock going up nearby. Additionally, new homes were needed for the workers. Belvedere Gardens became a successful link between the desire of residence and workplace in close proximity.

The subdivision of Eastmont, directly east of Belvedere Gardens between 3rd Street and Whittier Boulevard, was developed in 1922. Eastmont was very similar to Belvedere Gardens in that the lots were sold without improvements. The developers were also looking at the increase in industry near the rail lines that would attract potential buyers. The attractive home site prices, proximity to public transportation and workplace made the southern communities of East Los Angeles a very desirable location in the early 1920s.

By October 1922 nearly 7,000 people had moved into Belvedere Gardens in 1,700 new homes. New businesses, schools, churches and a theater were developed to service the area. By July 1923, population had grown to 12,000 with 2,500 new homes. The Belvedere Gardens Chamber of Commerce was formed in 1923. The initial property owners had mainly Anglo surnames but it would not be long before an influx of immigrants would change the composition of the area. East Los Angeles grew in the 1920s owing to massive immigration from Mexico, and by the late 1920s it was the home to 30,000 Mexicans. Displacement within the City also forced the eastward movement of many Mexicans, in addition to Japanese and Chinese residents.

The remaining areas north and south of 3rd Street east to Atlantic Boulevard were mostly developed by 1930. Other small tracts subdivided by banks and other financial institutions north of 3rd Street from 1922-30 were mainly still residential property types. The area of Maravilla Park, north of 3rd Street, is noted on the city’s Index maps but the map book could not be found to verify the date of subdivision. The areas just west of Atlantic Boulevard, at the point where Beverly Boulevard meets 3rd Street, were subdivided in the late 1920s and were only a parcel deep indicating early commercial development along this stretch of the corridor. The parcels on the north and south sides of the street just east of Atlantic Boulevard to the end of the project area at Sadler Avenue were subdivided in 1955 and 1948 which is evidenced by one- to two-story mid-century modern commercial office buildings.

One of the last subdivisions to be developed was the area east of Atlantic Boulevard and south of 3rd Street. In the early 1930s, the heirs to one of the last remaining Spanish ranchos, Rancho San Antonio, sold a portion of the property to community developers Hamilton Sales Corporation. The upturn in factory building in the area prompted the need for additional housing. The neighborhood became known as Bella Vista and it was the largest home building and development programs launched in East Los Angeles since the late 1920s. Demonstration or model homes were built to lure prospective home buyers to the area. Homes in this area date from the mid-1930s into the late 1940s. This is the most cohesive development in the project area.

B. Housing

The condition of housing in East Los Angeles is a product of the historical development of the community and the socio-economic status of the residents. Topography, age of housing, quality of construction, existing zoning, some absentee landlords, varied maintenance, over-crowding, and the negative environmental impacts of freeways has determined the current character of East Los Angeles.

The early developments, including Belvedere Gardens and Eastmont, sold lots without improvements. The owner was then expected to build their own home. Because the developers were eager to sell their lots they allowed temporary homes to be built at the rear of the lots until the homeowner could

1973 Nuestro Ambiente Survey

1973 Use	2009 Use	Comments
Catholic Youth Organization	Self Help Graphics	Social and cultural landmark; Change of name and service
Salas Drug Store		Not present
Belvedere Jr High School	Belvedere Jr High School	Physical landmark
Tom's Burgers	Tom's Burgers	Social landmark
Baptist Seminary	Eastside Mental Health Center	Social landmark; Change of name and service
Eastside Boys Club	Boys and Girls Club of East LA	Social landmark; Change of name
Acapulco Eating Stand		Not present
Our Lady of Lourdes Church	Our Lady of Lourdes Church	Physical and religious landmark
El Santuario de Guadalupe	El Santuario de Guadalupe	Physical and religious landmark
Calvary Cemetery	Calvary Cemetery	Physical landmark
Garfield High School	Garfield High School	Physical landmark
Belvedere Park	Belvedere Park	Physical landmark
1st Street & Indiana Street		Area of significance
Brooklyn Avenue (Cesar Chavez Avenue) & Rowan		Area of significance
1st Street & Rowan Avenue		Area of significance

afford a permanent dwelling which was restricted to a certain character or style. As a result, there are many properties within the project area from the 1920s that have two homes of approximately the same era on one lot.

C. Transportation

Transportation has played a vital role both in the development and disruption of East Los Angeles. In the 1880s the railroads helped to establish communities along their routes which promoted early settlement in areas farther away from the City center. The interurban transit system, beginning in the early 1900s, helped lure more people to these newly developed areas via local transportation which created the streetcar suburb. The freeways ostensibly did the same thing, another improved system for moving people farther out. However, their intrusion through established neighborhoods created barriers, noise and pollution.

The freeways fragmented many of the neighborhoods of the project area beginning in the 1950s with the Long Beach Freeway (710) which runs north-south crossing 3rd Street just east of Eastern Avenue. The Pomona Freeway (60) was built beginning in the mid-1960s and runs east-west mostly parallel to 3rd Street but crossing over 3rd Street

just west of the Calvary Cemetery. (The Pomona freeway (60) was built from 1965-71. The Long Beach freeway (710) was built from 1952-65.) They disrupted the street grids and changed the housing patterns of established neighborhoods from the late 1880s. The freeways had a detrimental effect on the project area by demolishing existing residential areas and introduced new housing stock to established neighborhoods in addition to displacing both residents and businesses.

D. Commercial Corridors

The commercial corridors run mainly east-west along Brooklyn Avenue (now Cesar E. Chavez Avenue), 1st Street, 3rd Street, and Beverly Boulevard. The north-south corridors are Mednick Avenue and Atlantic Boulevard. The ownership of parcels along 3rd Street currently mirrors the Hispanic heritage, but there are a few Japanese names which reflect the immigrants that settled there in the late 1920s.

The Mexican community developed their own commerce first along Brooklyn Ave, then Mednik Avenue and 1st Street in the 1920s. Brooklyn Avenue was further developed through groups with higher economic means, mostly Jewish merchants from surrounding areas such as Boyle Heights. Post World War I industry and the increase of the automobile

created the segregated southern communities such as Belvedere Gardens in the 1920s and Eastmont in the 1930s. Infrastructure improvements also played an important role in the development of the southern communities; in 1923 Whittier Boulevard was paved with sidewalks eastward from Eastern Avenue to the City of Montebello which allowed for further commercial growth to support surrounding communities.

II. COMMUNITY LANDMARKS

Community landmarks are locations where people congregate and interact. They reflect the resident's religious, and cultural background, social and economic status. Churches, schools and community centers provide the expected social and recreational opportunities. Shopping and eating in the neighborhood are functional as well as social events.

In East Los Angeles there are distinct structures, locations and activity centers which reflect a certain character and uniqueness about the community. They act as points of reference and identification, perform an important function or provide a local service. Landmarks can be physically prominent, historically significant or of social, religious or cultural value.

The 1973 study *Nuestro Ambiente* listed several community landmarks, and this historic context study has used this as a basis for continuing analysis.

As this list illustrates, the religious faith of East Los Angeles is an integral part of the community's history and Mexican culture, tradition and ceremony. The social services that churches provide are key community elements because they address themselves to specific needs of the community.

The importance of public facilities implies the potential and responsibility of the public sector to improve the community environment. Schools, parks, libraries and health facilities can have an impact by addressing specific community needs.

Commercial establishments relate to the historical growth of the area. The first commercial strip to develop was along Brooklyn Avenue, between Ford Boulevard and Mednik Avenue in the Maravilla neighborhood. It contained several community landmarks including a market, Catholic church and Mexican bakery promoting the community's history, religion and ethnic background.

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III. SURVEY RESULTS

A. PURPOSE

Historic Resources Group performed a reconnaissance survey of the 3rd Street Corridor from Indiana Street along 3rd Street to Sadler Avenue on January 8, 2009, noting a mix of residential and commercial structures, with a few religious and institutional properties dating from the early decades of the 20th century to more contemporary times in the first few years of the 21st century. The property types, their construction age and parcel sizes illustrate the eastern thrust of the development pattern along the corridor, and the social evolution of this section of unincorporated Los Angeles and surrounding communities. Additional reconnaissance of surrounding neighborhoods in the project area to identify potential historic resources within the project area were made on September 2nd, 4th, 10th and 11th, 2009.

Historic resources may be designated at the federal, state and local levels. There are no current designated resources in East Los Angeles at the federal or state level. The County does not have a program for designating resources at the local level, however, a new historic preservation ordinance is being prepared. Several buildings in the project area have been previously surveyed and are listed in the California State Historic Resources Inventory. Those that have a status code of 5 or lower are noted in the tables below. A 2S status code means the property has been determined eligible for the National Register as a separate listing; a 3S status code means the property appears eligible for listing in the National Register as a separate property; a 5S2 status code means the property is eligible for local listing only.

B. 3RD STREET CORRIDOR SURVEY

Moving from west to east on 3rd Street, the historic properties progress from mostly older properties of the 1900s and 1920s to newer construction from the 1950s and 1960s, and from a mixture of residential and commercial to exclusively commercial. Almost all of the residential properties are in the 3rd Street corridor from Indiana to the 710 Freeway in the Southwest Quadrant, with a few of these properties in the corridor east of the 710 Freeway to Sadler Avenue in the Southeast Quadrant.

Historic Resources Group has identified some potential historic resources that may be of interest and retain a degree of historic integrity. Additional research would be needed to determine if these buildings are examples of residential and commercial architecture of the time period for this community and therefore eligible for some level of designation.

The tables below list property types of interest identified during the reconnaissance survey. They include residential bungalows; commercial properties including storefronts, corner stores, lunch stands and office buildings; cemeteries; churches; schools and one industrial site.



NORTHWEST QUADRANT (BELVEDERE)				
Property Address	Property Type	Approximate Year(s) Built	Comments	HRI Status Code
3691 E. 3rd St.	Commercial	ca. 1960	Mid-century restaurant	7R
3747-3751 E. 3rd St.	Residential	1900-1920	Craftsman bungalow grouping	7R
3809 E. 3rd St.	Commercial	ca. 1945	Car wash; could be oldest car wash in East Los Angeles	7R
4101-4103 E. 3rd St.	Church	1949	Santuario de Nuestra Senora de Guadalupe Church	2S
4249 E. 3rd St.	Commercial	ca. 1966	Mid-century gas station; metal roof	7R
260 S. Eastern Ave.	Cemetery	n/d	United Serbian Benevolent Cemetery	7R

SOUTHWEST QUADRANT (OCCIDENTAL HEIGHTS)				
Property Address	Property Type	Approximate Year(s) Built	Comments	HRI Status Code
3644-3672 E. 3rd St.	Residential	1900-1920	Craftsman bungalow grouping	7R
3674 E. 3rd St.	Commercial	ca. 1930	Streamline storefront	7R
3700-3744 E. 3rd St.	Residential	1900-1920	Craftsman bungalow grouping	7R
3748 E. 3rd St.	Commercial	1918	Corner store; rare example of property type on 3rd St.	2S
3772 E. 3rd St.	Church	1931	Our Lady of Lourdes Church	2S
3886 E. 3rd St.	Residential	1890	Victorian house; rare example of property type on 3rd St.	2S
3916 E. 3rd St.	Commercial	ca. 1920	Vernacular storefront strip; rare example of property type on 3rd St.	7R
4201 Whittier Blvd.	Cemetery	1896	New Calvary Cemetery	2S
4322-4326 E. 3rd St.	Industrial	1934	Art Deco light industrial; rare example of property type on 3rd St.	7R
4338 E. 3rd St.	Residential	ca. 1921	Vernacular bungalow from Belvedere Gardens subdivision; rare example of property type on 3rd St.	7R



HRI Status Codes

- 2S: Individual property determined eligible for National Register, listed in the California Register
- 3S: Appears eligible for National Register through survey evaluation
- 5S2: Individual property that is eligible for local listing or designation
- 7R: Identified in Reconnaissance Level Survey, Not evaluated

NORTHEAST QUADRANT (MARAVILLA)

Property Address	Property Type	Approximate Year(s) Built	Comments	HRI Status Code
4619-4621 E. 3rd St.	Commercial	1946-47	Moderne commercial court	7R
5245 Pomona Blvd.	Commercial	1956	Mid-century; mortuary	7R
5255 Pomona Blvd.	Commercial	1962	Mid-century; office building	7R
5425 Pomona Blvd.	Commercial	1954	Mid-century; office building	7R



SOUTHEAST QUADRANT (BELVEDERE GARDENS)

Property Address	Property Type	Approximate Year(s) Built	Comments	HRI Status Code
4504 E. 3rd St.	Commercial	n/d	Mid-century neon sign; need to check date	7R
4642 E. 3rd St.	Commercial	1950	Vernacular lunch stand; rare example of property type on 3rd St.	7R
4765 E. 4th St.	Institutional	1939	Griffith Middle School	5S2
5034 E. 3rd St.	Commercial	1950	Mid-century; auto repair	7R
5048 E. 3rd St.	Commercial	1949	Mid-century; restaurant/bar	7R
5100 E. Beverly Blvd.	Commercial	1955	Mid-century; lunch stand; rare example of property type on 3rd St.	7R
256 S. Atlantic Blvd.	Commercial	1947	Mid-century; retail storefront strip; neon tower sign; rare example of property type on 3rd St.	7R
5226 Pomona Blvd.	Commercial	1948	Mid-century; restaurant	7R
5236 Pomona Blvd.	Commercial	1962	Japanese nursery; rare example of property type on 3rd St.	7R
5260 Pomona Blvd.	Commercial	1957	Mid-century; office building	7R
5400 Pomona Blvd	Commercial	1961	Mid-century; office building	7R
5420 Pomona Blvd.	Commercial	n/d	Japanese nursery; rare example of property type on 3rd St.	7R
5440 Pomona Blvd.	Commercial	1964	Mid-century; office building	7R
5442 Pomona Blvd	Commercial	1950	Mid-century; office building	7R

HRI Status Codes

- 2S: Individual property determined eligible for National Register, listed in the California Register
 3S: Appears eligible for National Register through survey evaluation
 5S2: Individual property that is eligible for local listing or designation
 7R: Identified in Reconnaissance Level Survey, Not evaluated



C. RESIDENTIAL NEIGHBORHOOD SURVEY

Historic Resources Group used maps generated by Moule & Polyzoides to overlay potential significant historic resources and areas of potential neighborhood conservation zones.

There are no intact development patterns evident in the western region of the project area. However, potentially significant individual properties that are particularly good examples of a style or rare property type and, blocks faces that could be potential conservation zones with similar lot sizes, cohesive setbacks, housing types and architectural styles still exist, add character to the neighborhood and physically tell the story of neighborhood development.

The integrity of much of the housing stock is impaired due to of the addition of non-original stucco, vinyl or other siding and replacement windows and doors. Many original single-family houses have been subdivided and are currently multi-family. Those properties that have moderate to good integrity and are a good or rare example of a style are hi-lighted on the maps and listed in the tables below. They include residential bungalows, schools, cemeteries and churches. Moving from west to east, the residential bungalows progress from older properties of the 1900s and 1920s to newer construction from the 1930s, 1940s and 1950s. The styles progress from with Craftsman moving into Revival styles, and at the farthest east Minimal Traditional styles.

1. Northwest Quadrant (Belvedere)

Generally, the housing stock in this area ranges from the 1910s to the 1940s. The most significant buildings date from the 1910s and 1920s. Of interest, there are many one and two-story Craftsman style houses, schools, churches, and commercial blocks, and one multi-family building. The intact block patterns tend to be across from the Belvedere Elementary and High Schools. The western portion of the area is laid out in a strong grid pattern with the block running north-south and the lots running east-west until the topography changes towards the east end. The integrity deteriorated farther east towards the 710 Freeway with fewer significant properties.



NORTHWEST QUADRANT (BELVEDERE)				
Property Address	Property Type	Approximate Year(s) Built	Comments	HRI Status Code
116-18 S. Alma Ave.	Residential	1885	Victorian house; rare example of property type	3S
156 N. Alma Ave.	Residential	1907		7R
135 S. Hicks Ave.	Residential	1908		7R
219 N. Hicks Ave.	Residential	1907/15		7R
200-300 Block N. Hicks Ave.	Residential Block			7R
223 S. Ditman Ave.	Residential	1910	Craftsman bungalow	7R
227-29 N. Ditman Ave.	Residential	1912	Craftsman bungalow	7R
235 N. Ditman Ave.	Residential	1915	Craftsman bungalow	7R
239 N. Ditman Ave.	Residential	1909	Craftsman bungalow	7R
124 N. Townsend Ave.	Institutional	1925	Belvedere Lodge	7R
315 N. Townsend Ave.	Residential	1914/26		7R
3601-03 Michigan Ave.	Residential	1911/23	Spanish stucco with arches; two-story multi-family	7R
200 Block S. Rowan Ave.	Residential Block			7R
139-41 N. Rowan Ave.	Residential	1909/21		7R
307-09 N. Rowan Ave.	Residential	1923	Craftsman bungalow	5S2
200-300 Block N. Rowan Ave.	Residential Block			7R
3647 1st St.	Commercial	1927	Unique Theater	5S2
3724 1st St.	Institutional	1922	Belvedere Elementary School	2S
100-200 Block S. Eastman Ave.	Residential Block			7R
140-42 N. Gage Ave.	Residential	1909		7R
171 N. Gage Ave.	Residential	1908		7R
217-19 N. Gage Ave.	Residential	1922		7R
227-29 N. Gage Ave.	Residential	1912		7R
100-300 Block N. Gage Ave.	Residential Block			7R
3800 Cesar Chavez Ave.	Institutional	1927	Self Help Graphics	7R
217 N. Record Ave.	Residential	1913		7R
227 N. Record Ave.	Residential	1912		7R
312 N. Record Ave.	Institutional	n/d	Belvedere Junior High School	7R
200-300 Block N. Record Ave.	Residential Block			7R
3962 Michigan Ave.	Residential	1909	Carriage house	7R
216 S. Sunol Dr.	Residential	1909		7R
173 N. Sunol Dr.	Residential	1915		7R
4102 Zaring St.	Residential	1901		7R

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2. Southwest Quadrant (Occidental Heights)

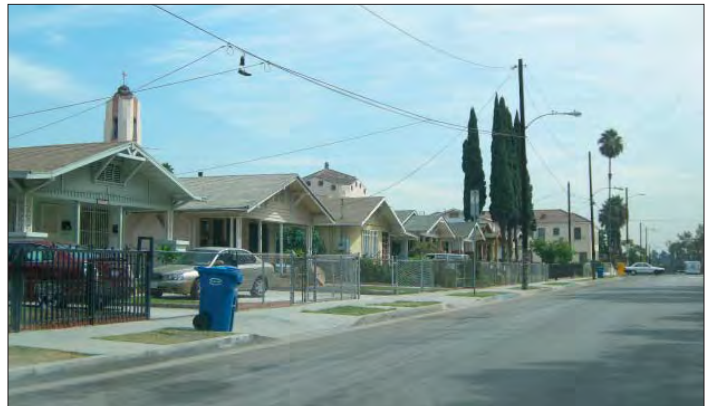
This area is predominantly residential. A majority of the area is laid out in a strong grid pattern with the blocks running east-west and the lots running north-south until the topography changes towards the north and east. The housing stock is mainly 1½ to 2-story Craftsman style with several good examples throughout the area. Many of the deep lots have allowed for two units on a single lot. Some of these units are newer vintage but we also noticed that the back units were also Craftsman bungalows. Of interest is one school, the Calvary Cemetery and a social services building on Indiana Street.

There were fewer intact block patterns in this area. Of particular interest is a Craftsman grouping on the 3700 block of Fourth Street and a Spanish stucco grouping on the 600 block of S. Ditman Avenue. The Craftsman grouping is particularly noteworthy because it backs up to a block on 3rd Street that was noted in the 3rd Street survey as an intact grouping of residential properties. As a result, this entire block may be the only intact example of early development Craftsman bungalows in the study area. In addition, the grouping of 1920s Spanish style stucco bungalows which have the same massing and design are a rare example of the work of a single builder, contractor or developer.



3. Northeast Quadrant (Maravilla)

There were very few examples of residential property types in this area that have historic significance and no intact block patterns. The area is a mix of residential properties, schools, institutional properties and cemeteries. There is a good amount of new development which compromises the historic integrity of this area.



SOUTHWEST QUADRANT (OCCIDENTAL HEIGHTS)				
Property Address	Property Type	Approximate Year(s) Built	Comments	HRI Status Code
512 S. Indiana St.	Institutional	1930	East Los Angeles Mental Health	3S
4201 E. Whittier Blvd.	Cemetery	1896	Calvary Cemetery	2S
4117-19 Hubbard St.	Residential	1908	Craftsman bungalow	7R
4121 Hubbard St.	Residential	1917	Craftsman bungalow	7R
3823-25 Princeton St.	Residential	1921	Craftsman bungalow	7R
3827-29 Princeton St.	Residential	1921	Craftsman bungalow	7R
3741 E. 6th St.	Residential	1919	Craftsman bungalow	7R
3745 E. 6th St.	Residential	1910	Craftsman bungalow	7R
3634 Lanfranco St.	Residential	1911	Craftsman bungalow	7R
3635-37 Lanfranco St.	Residential	1912	Craftsman bungalow	7R
3651 Lanfranco St.	Residential	1928	Craftsman bungalow	7R
3655-57 Lanfranco St.	Residential	1927	Craftsman bungalow	7R
538 S. Ditman Ave.	Residential	1914	Craftsman bungalow	7R
3700 Block 4th St.	Residential Block	1910s	Craftsman grouping	7R
616-32 S. Ditman Ave.	Residential Block	1920s	Spanish stucco grouping	7R
610 S. Rowan Ave.	Institutional	1916	Rowan Avenue Elementary School	3S
466 S. Rowan Ave.	Residential	1922	Craftsman bungalow	7R
463 S. Rowan Ave.	Residential	1911	Craftsman bungalow	7R
459 S. Rowan Ave.	Residential	1921	Craftsman bungalow	7R
443 S. Rowan Ave.	Residential	1911	Craftsman bungalow	7R
667 S. Bonnie Beach	Residential	1923	Craftsman bungalow	7R
663 S. Bonnie Beach	Residential	1909	Craftsman bungalow	7R
453 S. Bonnie Beach	Residential	1915	Craftsman bungalow	7R
401 S. Bonnie Beach	Residential	1914	Craftsman bungalow	7R
351-53 S. Bonnie Beach Pl.	Residential	1921	Craftsman bungalow	7R

NORTHEAST QUADRANT (MARAVILLA)				
Property Address	Property Type	Approximate Year(s) Built	Comments	HRI Status Code
4360 E. 1st St.	Cemetery	1922	Chinese Cemetery	5S2
4319 E. 2nd St.	Cemetery	1930	Russian Molokan Cemetery	5S2
4355 E. 2nd St.	Cemetery	1908-10	St. Sava Serbian Church and Cemetery	2S
4539-41 Michigan Ave.	Residential	1928-33	Craftsman bungalow	7R
335 N. McDonnell Ave.	Residential	1924-26	Craftsman bungalow	7R

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4. Southeast Quadrant (Belvedere Gardens/Eastmont/Bella Vista)

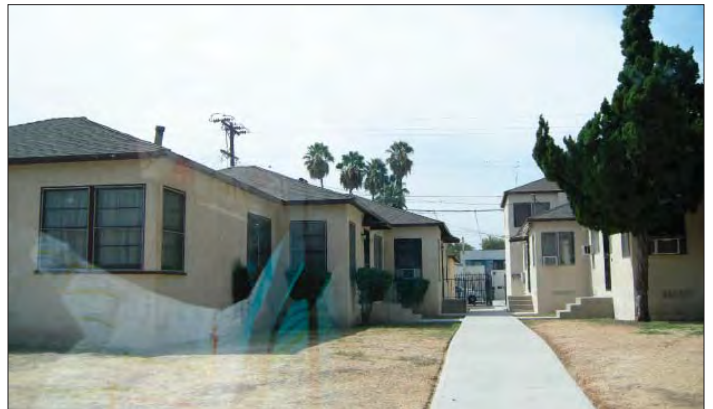
This area has the most variety of housing styles. There are early development housing stock including Craftsman bungalows; 1920s Revival styles including Spanish, Tudor and Storybook; and pre- and postwar 1930s-50s minimal traditional housing. The older styles remain at the west end just east of Calvary Cemetery, the Revival Styles tend to be located in the Belvedere Gardens development and the pre- and postwar housing begins east of Atlantic Boulevard in the Edgemont and Bella Vista developments. The integrity is the lowest west of Arizona with only a handful of good examples including the Humphrey's Avenue School, a small Art Deco style church, and Craftsman and Spanish stucco style bungalows. There are several intact block patterns around Garfield High School farther to the east and a particularly good example of a Spanish stucco style bungalow court on the 500 block of Fetterly Avenue. The prewar housing to the east of Atlantic Boulevard in the Eastmont and Bella Vista developments is predominantly 1-story single-family dwellings mixed with 1 to 2-story multi-family dwellings. The architectural style tends to be Minimal Traditional. Via Corona Street just north of Repetto Street and south of Beverly Boulevard is notable because it is the only street in the project area that has street trees. The areas north of Repetto Street appear to be postwar developments which mirror the commercial development along Pomona and Beverly Boulevards. A small postwar development north of Pomona Boulevard at Woods Avenue has larger lot sizes than other blocks in the project area. The postwar housing stock in this area is very cohesive but the integrity ranges from excellent intact housing stock to poor because of replacement windows and doors, however the footprints are generally intact and there have been very few teardowns.



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SOUTHEAST QUADRANT (BELVEDERE GARDENS/EASTMONT/BELLA VISTA)				
Property Address	Property Type	Approximate Year(s) Built	Comments	HRI Status Code
631-35 S. Humphreys Ave.	Residential	1928		7R
644 S. Humphreys Ave.	Institutional/Church	1932	Community Bible Fellowship; Art Deco	7R
500 S. Humphreys Ave.	Institutional/ School	n/d	Humphreys Ave. Elementary School	7R
480 Betty Ave.	Residential	1924	Spanish stucco bungalow	7R
612 S. Duncan	Residential	1921		7R
408 S. McBride Ave	Residential	1925		7R
500 S. McDonnell Ave.	Residential	1926		7R
539 S. Arizona Ave.	Residential	1922		7R
353-55 S. Arizona Ave.	Residential	1923	Spanish stucco bungalow	7R
4765 4th St.	Institutional/ School	1939	Griffith Middle School	5S2
562-70 S. Fetterly Ave.	Residential	1934	Spanish stucco bungalow court; rare example of property type	7R
560 S. Fetterly Ave.	Residential	1936	Tudor Revival bungalow	7R
544-48 S. Fetterly Ave.	Residential	1924	Spanish stucco bungalow	7R
449-50 S. Ferris Ave.	Residential	1919	Craftsman bungalow	7R
400 Block S. LaVerne Ave.	Residential Block	1920s	1920s Revival style grouping	7R
344-46 S. LaVerne Ave.	Residential	1927	Craftsman bungalow	7R
326 S. LaVerne Ave.	Residential	1929	Spanish stucco bungalow	7R
500 S. LaVerne Ave.	Residential	1927	Craftsman bungalow	7R
400 Block Clela Ave.	Residential Block	1920s	1920s Revival style grouping	7R
422 Clela Ave.	Residential	1937	Ranch house	7R
389 Clela Ave.	Residential	1928	Storybook bungalow	7R
377 Clela Ave.	Residential	1928	Spanish stucco bungalow	7R
396 S. Vancouver Ave.	Residential	1927	Spanish stucco bungalow	7R
5101 E. 6th St.	Institutional/ School	n/d	Garfield High School	7R
400-500 Block S. Woods Ave.	Residential Block	1920s	1920s Revival style grouping	7R
558 S. Woods Ave	Residential	1930	Spanish stucco bungalow	7R
5134-3S. Eagle St.	Residential	1941	Streamline Moderne multi-family complex; rare example of property type	7R
387 Amalia Ave.	Residential	1924	Craftsman bungalow	7R
420 Amalia Ave.	Institutional/ School	n/d	Fourth Street Elementary School	7R
428 Hillview Ave.	Residential	1937	Spanish stucco bungalow	7R
400 Hillview Ave.	Residential	1938	Spanish stucco bungalow	7R
400 Block Oakford Dr.	Residential Block	1930s	1930s Minimal Traditional style grouping	7R
436 Oakford Dr.	Residential	1930	Minimal Traditional house	7R
432 Oakford Dr.	Residential	1939	Minimal Traditional house	7R
428 Oakford Dr.	Residential	1941	Minimal Traditional house	7R

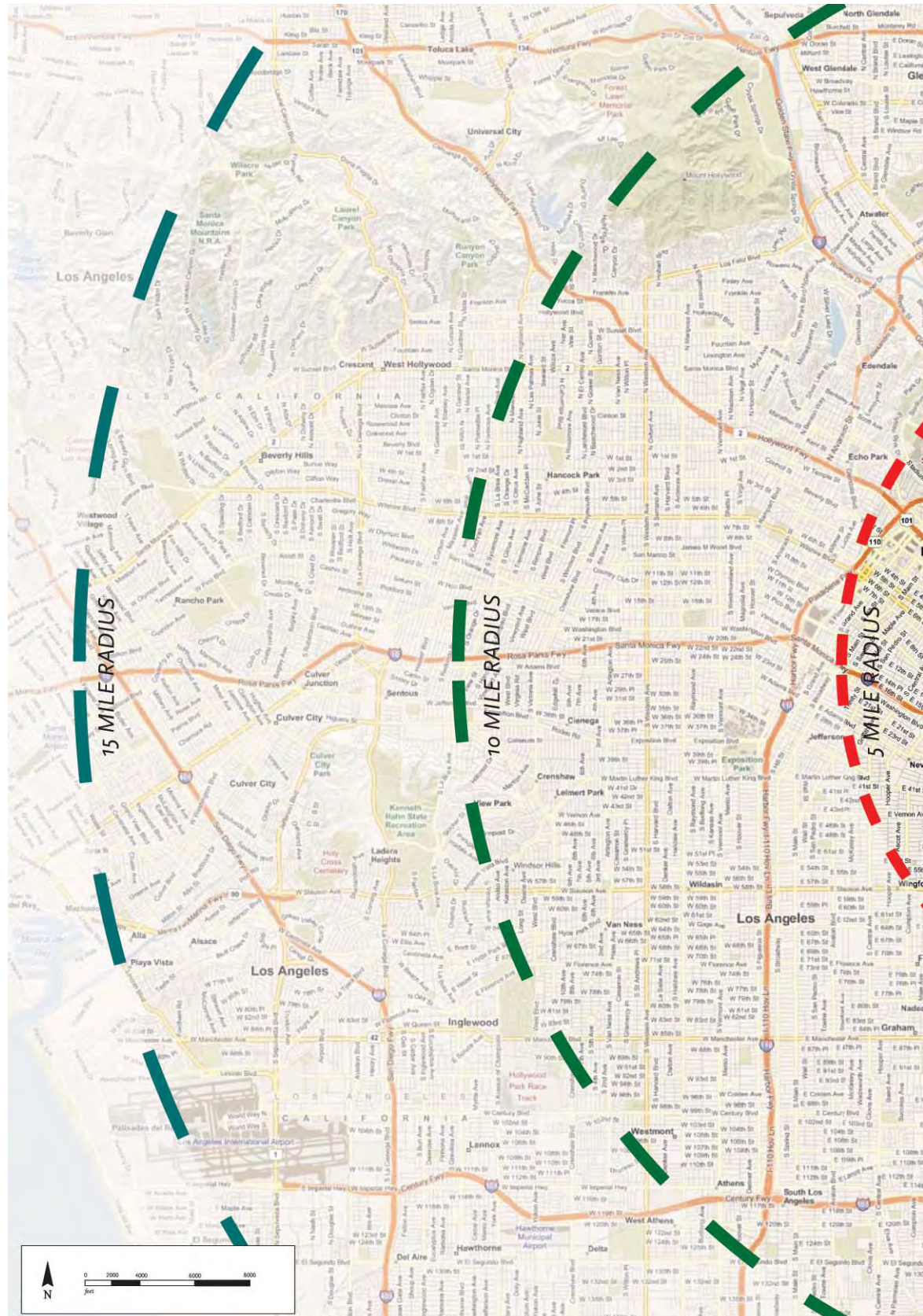


SOUTHEAST QUADRANT (BELVEDERE GARDENS/EASTMONT/BELLA VISTA)				
Property Address	Property Type	Approximate Year(s) Built	Comments	HRI Status Code
424 Oakford Dr.	Residential	1941	Minimal Traditional house	7R
403 Oakford Dr.	Residential	1904	Craftsman bungalow	7R
5200-5300 Block Via Corona St.	Residential Block	1940s-1950s	1940s and 1950s Minimal Traditional style grouping with street trees	7R
5264-66 Via San Delarro St.	Residential	1952	Minimal Traditional multi-family	7R
5244 Via San Delarro St.	Residential	1947	Minimal Traditional multi-family	7R
5326 Via San Delarro St.	Residential	1941	Minimal Traditional house	7R
5377 Via San Delarro St.	Residential	1940	Minimal Traditional house	7R
5323 Via San Delarro St.	Residential	1941	Minimal Traditional house	7R
5262 Via Campo St.	Residential	1952	Minimal Traditional multi-family	7R
5270 Dewar Ave.	Residential	1935	Minimal Traditional house	7R
5326 Dewar Ave.	Residential	1936	Minimal Traditional house	7R
5335 Dewar Ave	Residential	1948	Minimal Traditional multi-family	7R
281 S. Hillview Ave.	Residential	1950	Minimal Traditional multi-family	7R
291 S. Hillview Ave.	Residential	1948	Minimal Traditional multi-family	7R
278 S. Hillview Ave.	Residential	1946	Minimal Traditional house	7R
321 Margaret Ave.	Residential	1941	Minimal Traditional house	7R
315-17 Margaret Ave.	Residential	1951	Minimal Traditional multi-family	7R
309-11 Margaret Ave.	Residential	1941	Minimal Traditional multi-family	7R
271 Oakford Dr.	Residential	1949	Minimal Traditional house	7R
202 S. Vancouver Ave.	Residential	1947	Minimal Traditional house	7R
225 S. Bleakwood Ave.	Residential	1950	Minimal Traditional house	7R
230 S. Bleakwood Ave.	Residential	1942	Minimal Traditional house	7R
215 S. Roscommon Ave.	Residential	1942	Minimal Traditional house	7R
222 S. Roscommon Ave.	Residential	1950	Minimal Traditional house	7R
213 S. Westcott Ave.	Residential	1951	Minimal Traditional house	7R
206 S. Westcott Ave.	Residential	1944	Minimal Traditional house	7R
212 S. Westcott Ave.	Residential	1944	Minimal Traditional house	7R
5310-14 Fernfield Dr.	Residential	1957/58	Minimal Traditional house	7R
5320 Fernfield Dr.	Residential	1946	Minimal Traditional house	7R
5324 Fernfield Dr.	Residential	1946	Minimal Traditional house	7R
5330 Fernfield Dr.	Residential	1946	Minimal Traditional house	7R
5402 Fernfield Dr.	Residential	1947	Minimal Traditional house	7R

HRI Status Codes

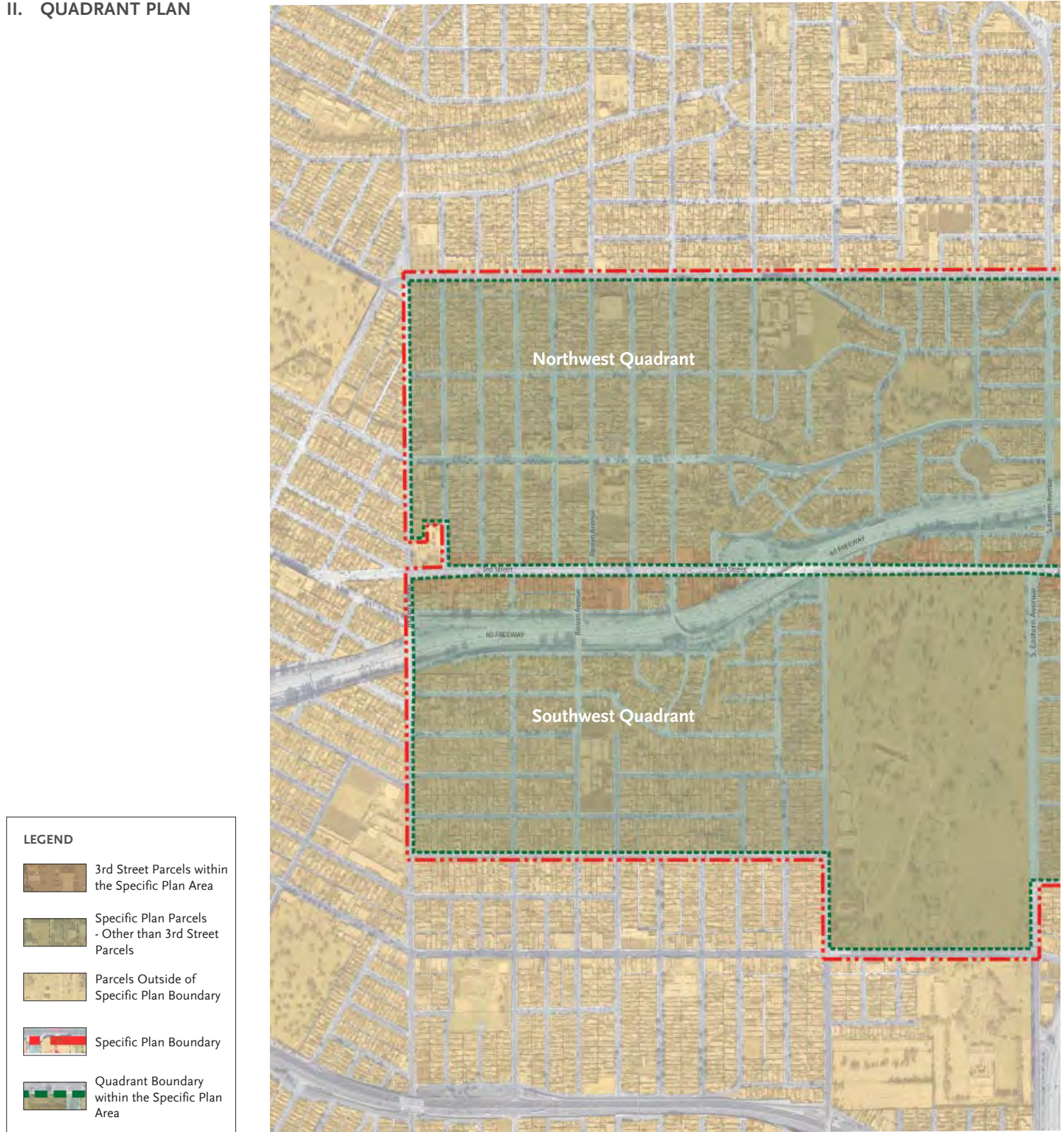
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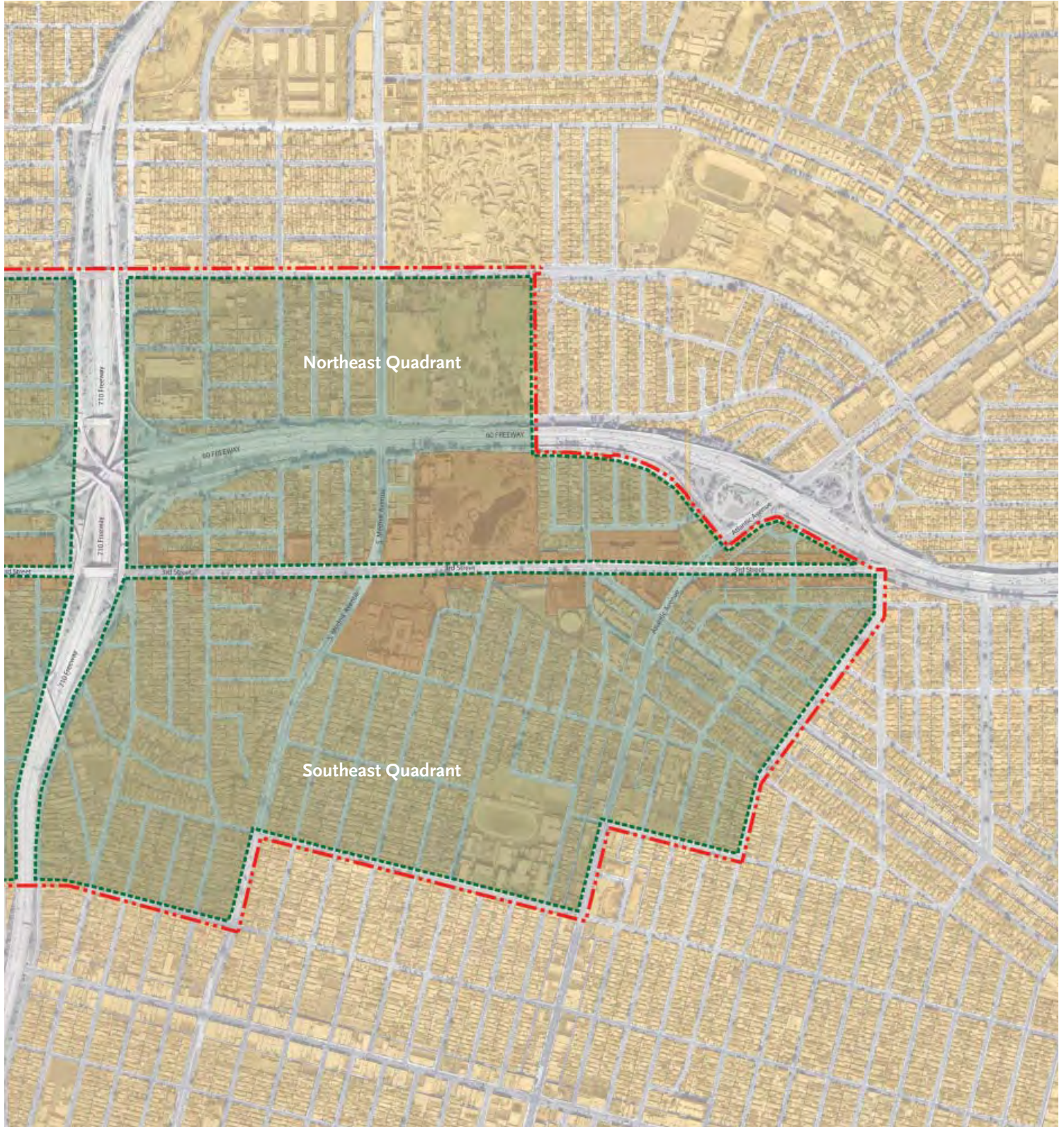
I. REGIONAL CONTEXT





II. QUADRANT PLAN



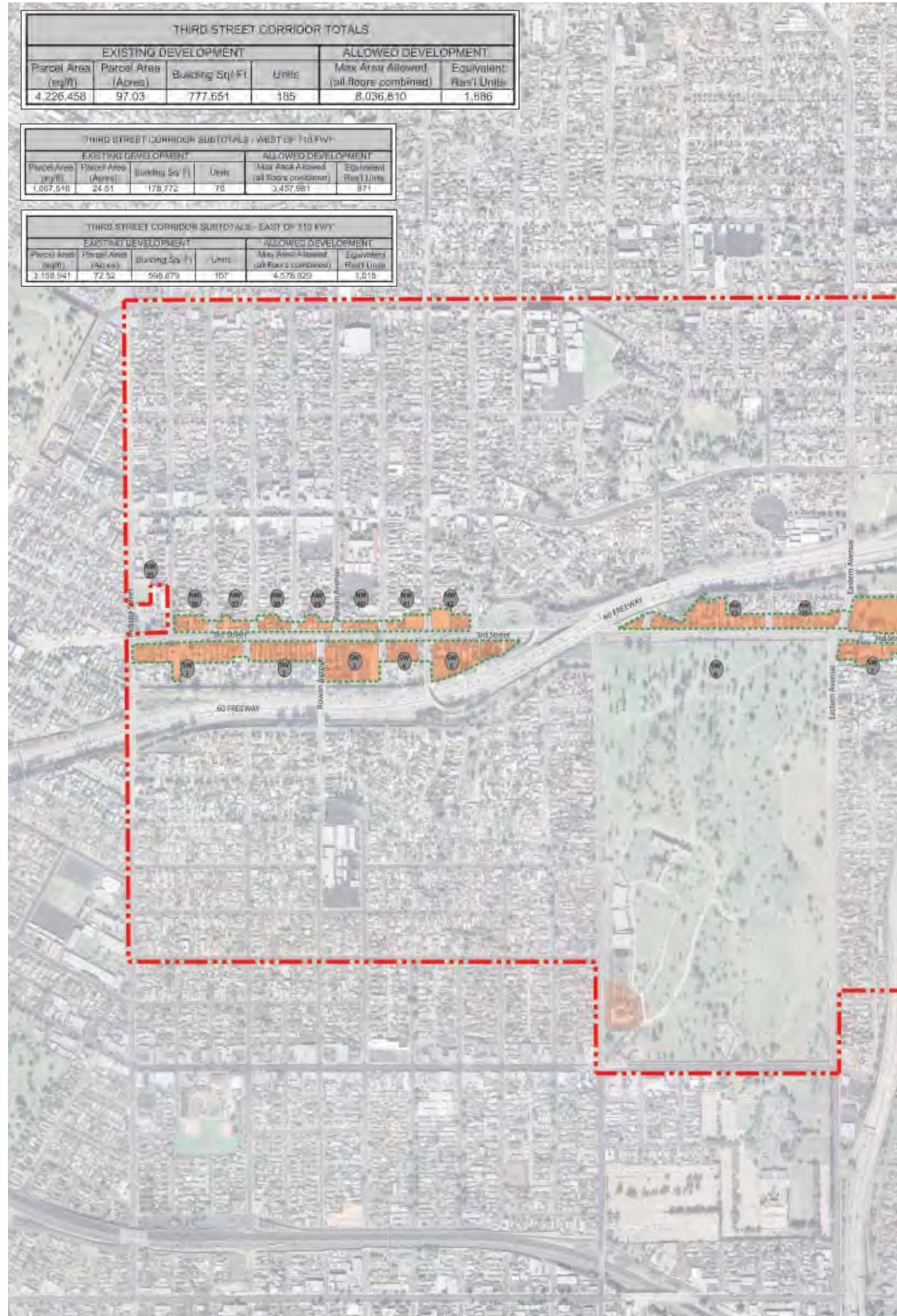


III. CAPACITY DIAGRAM



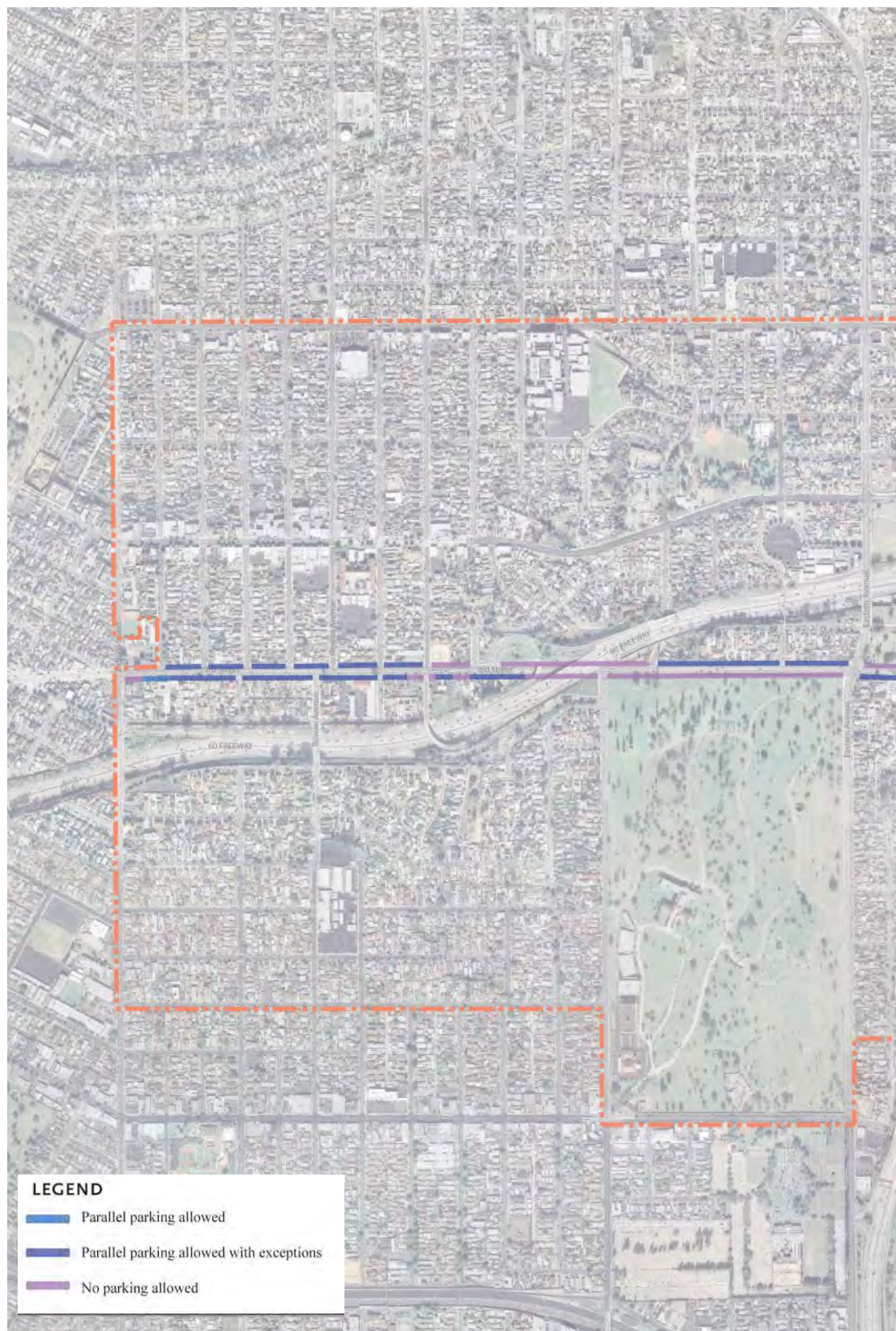


IV. 3RD STREET PARCELS SUMMARY





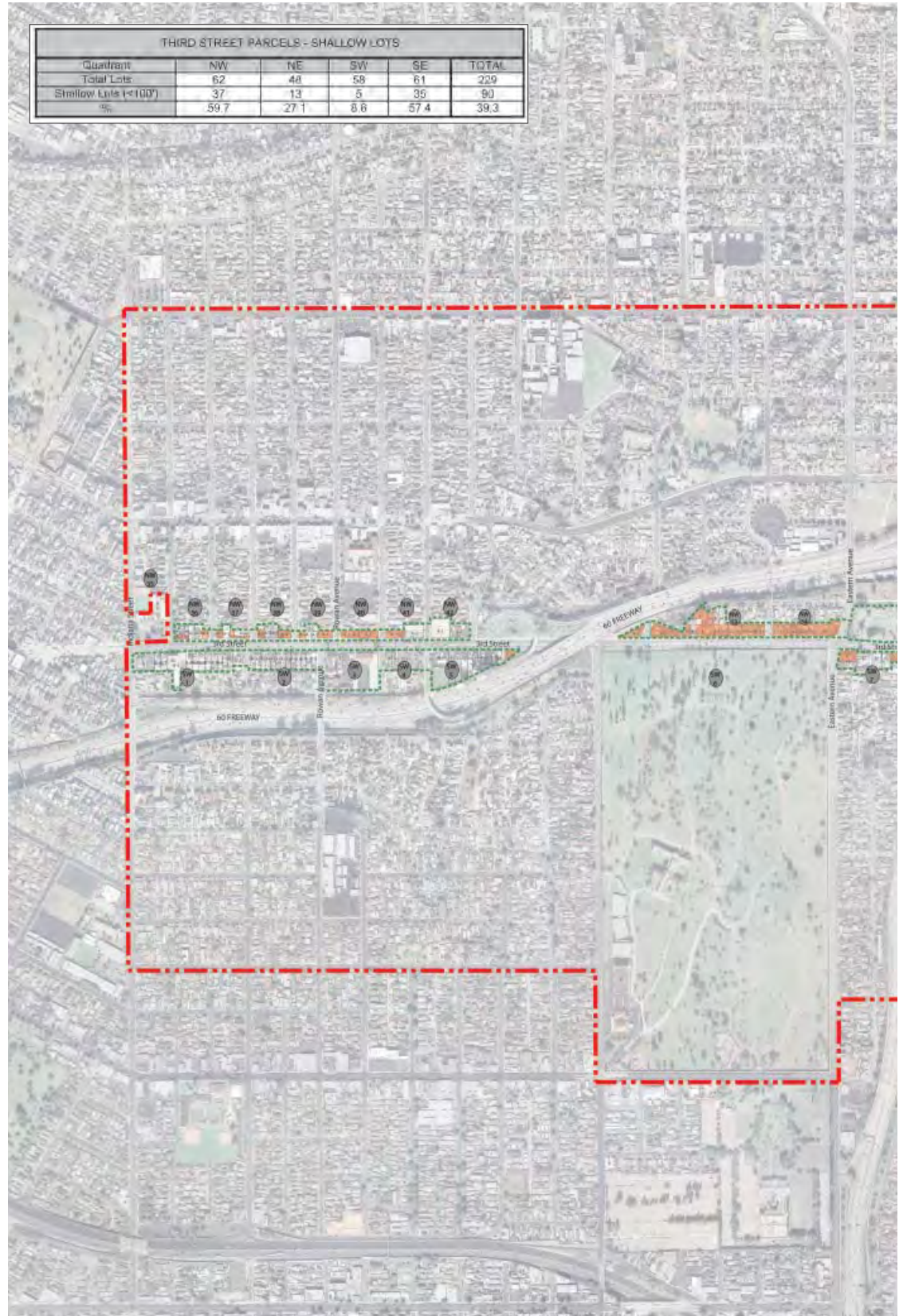
V. 3RD STREET PARKING CONDITIONS

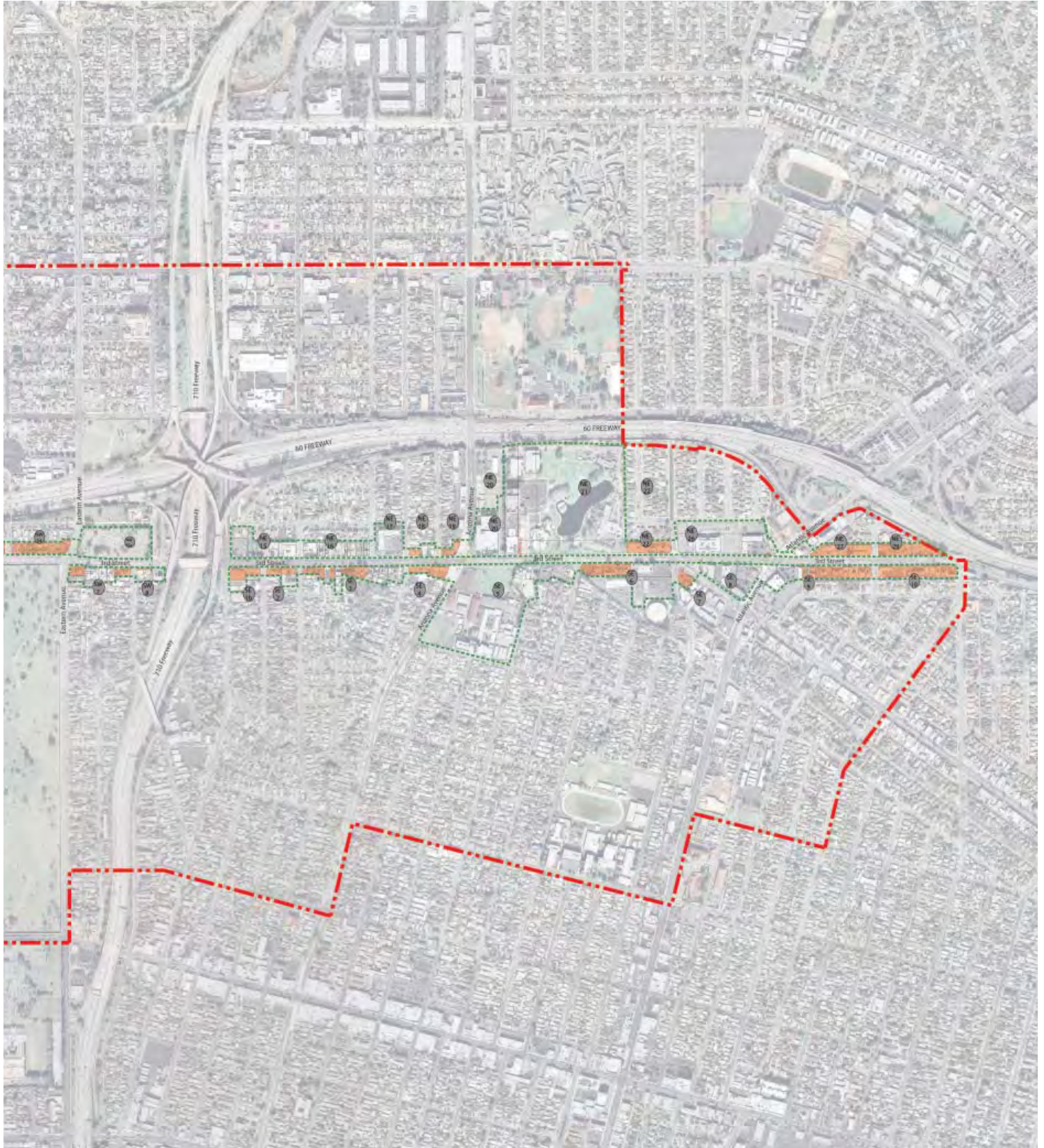


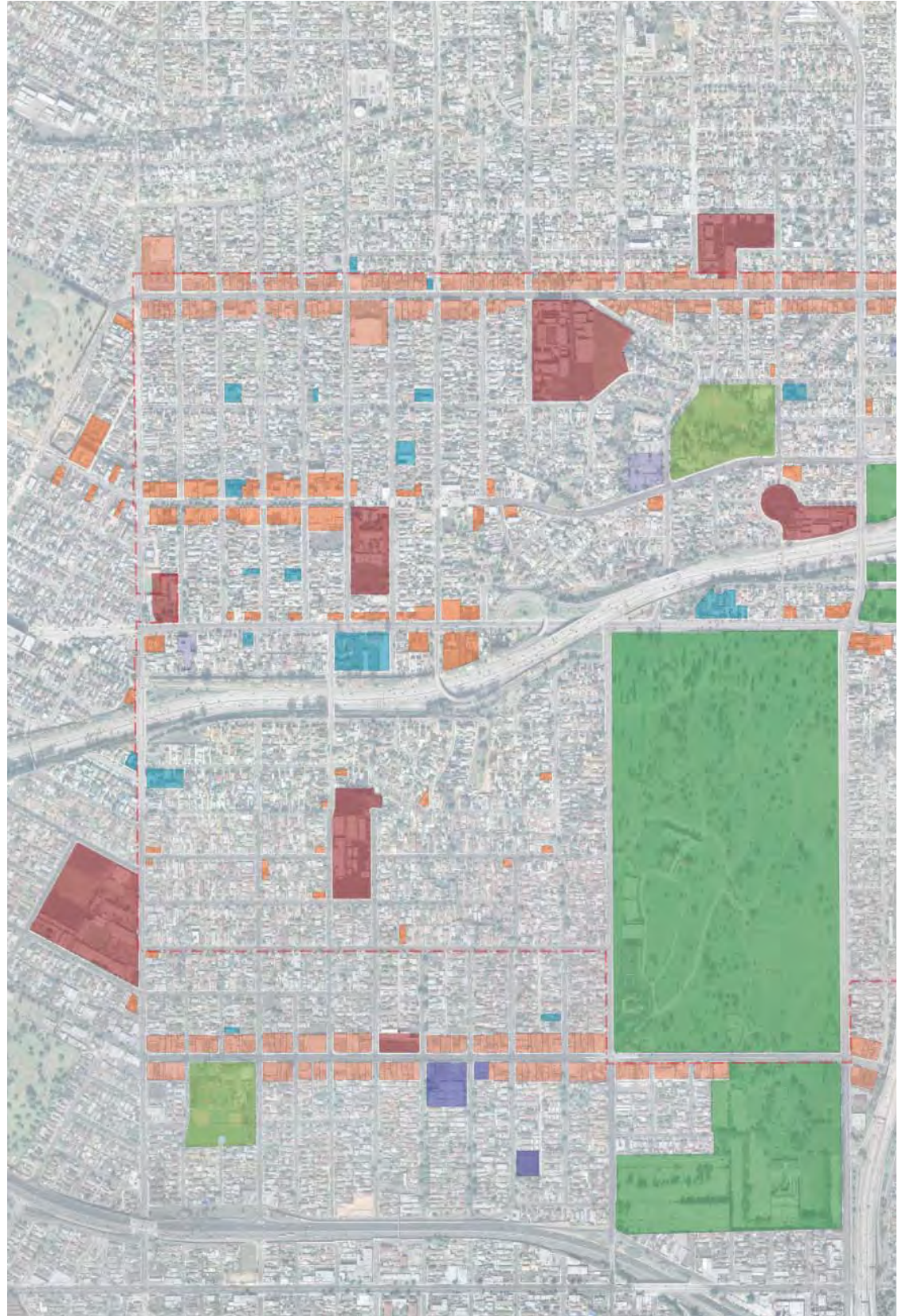


VI. 3RD STREET SHALLOW PARCELS

Quadrant	NW	NE	SW	SE	TOTAL
Total Lots	62	48	58	61	229
Shallow Lots (<100')	37	13	5	35	90
%	59.7	27.1	8.6	57.4	39.3





VII. COMMUNITY
RESOURCES



I. NEIGHBORHOOD HOUSING STUDIES

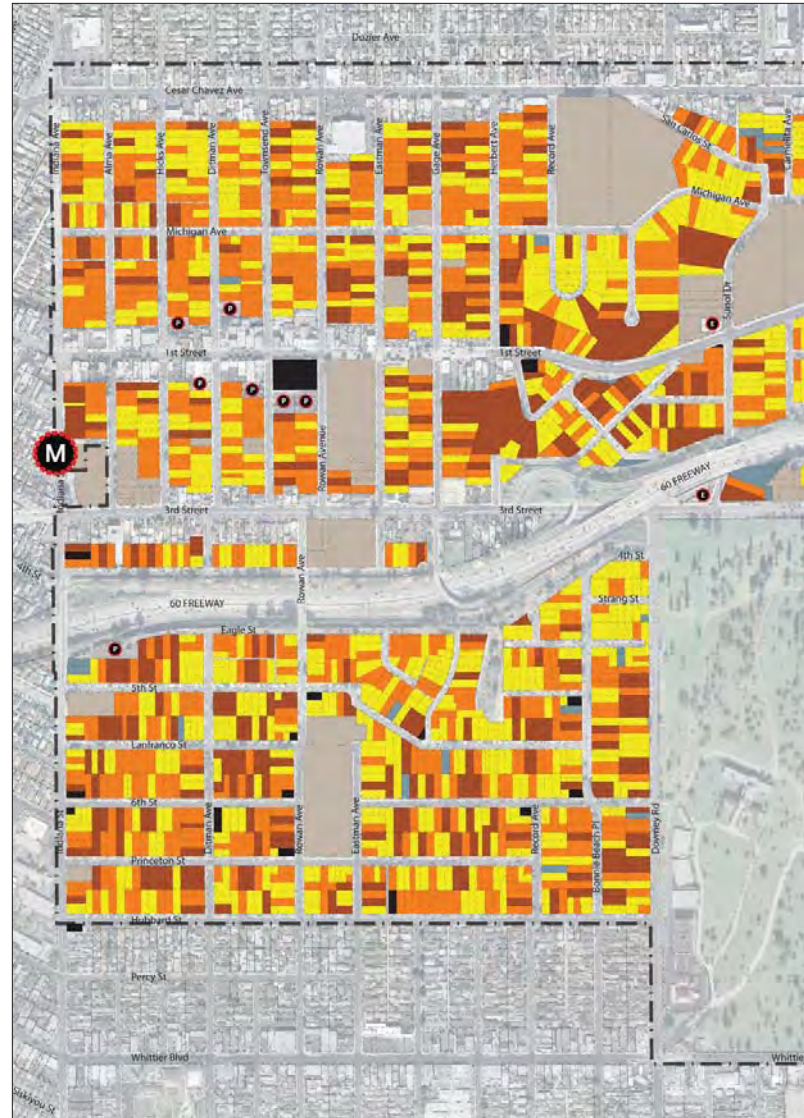
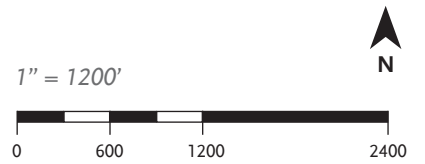
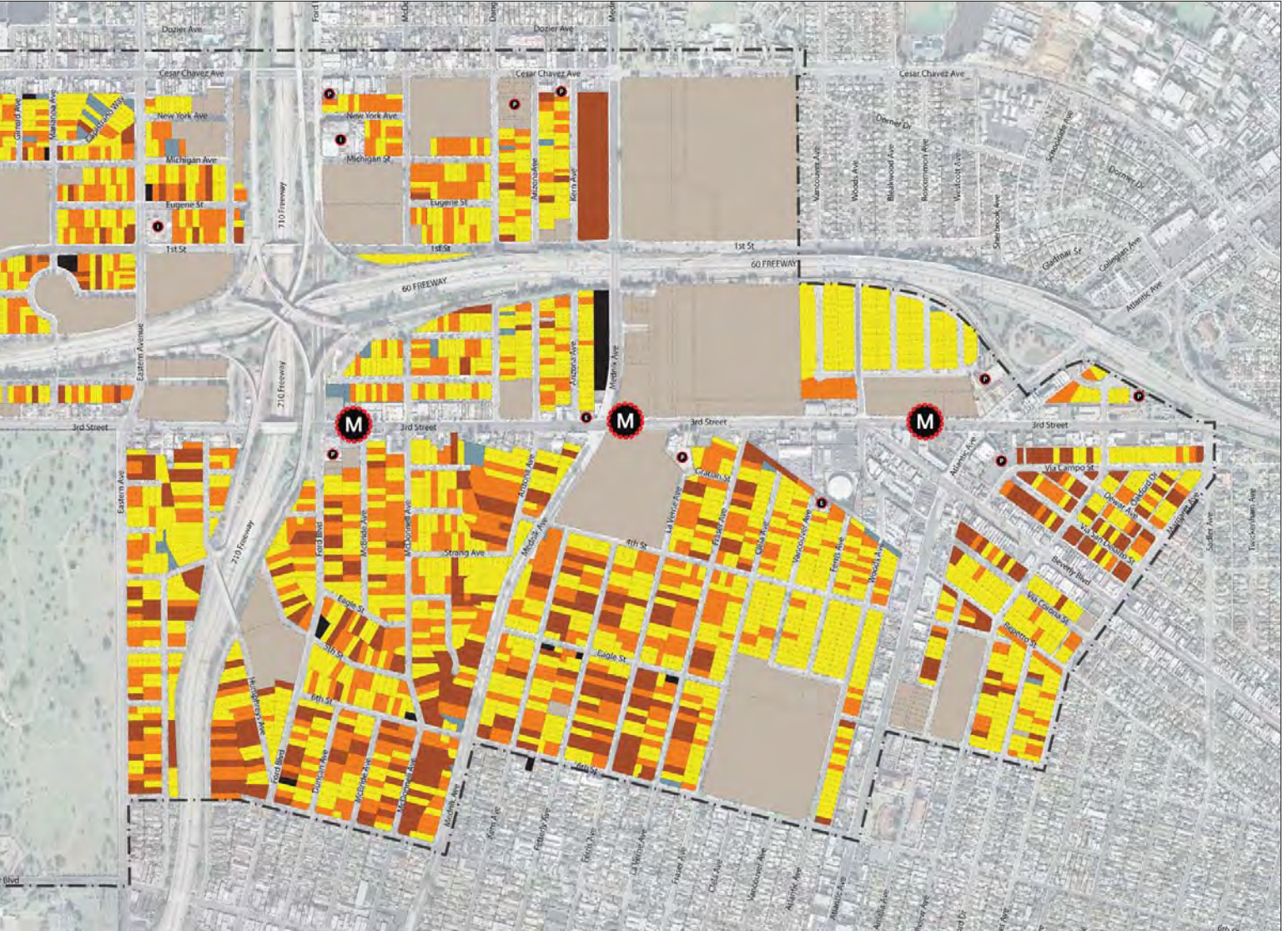


FIGURE 4A - EXISTING DWELLINGS PER LOT





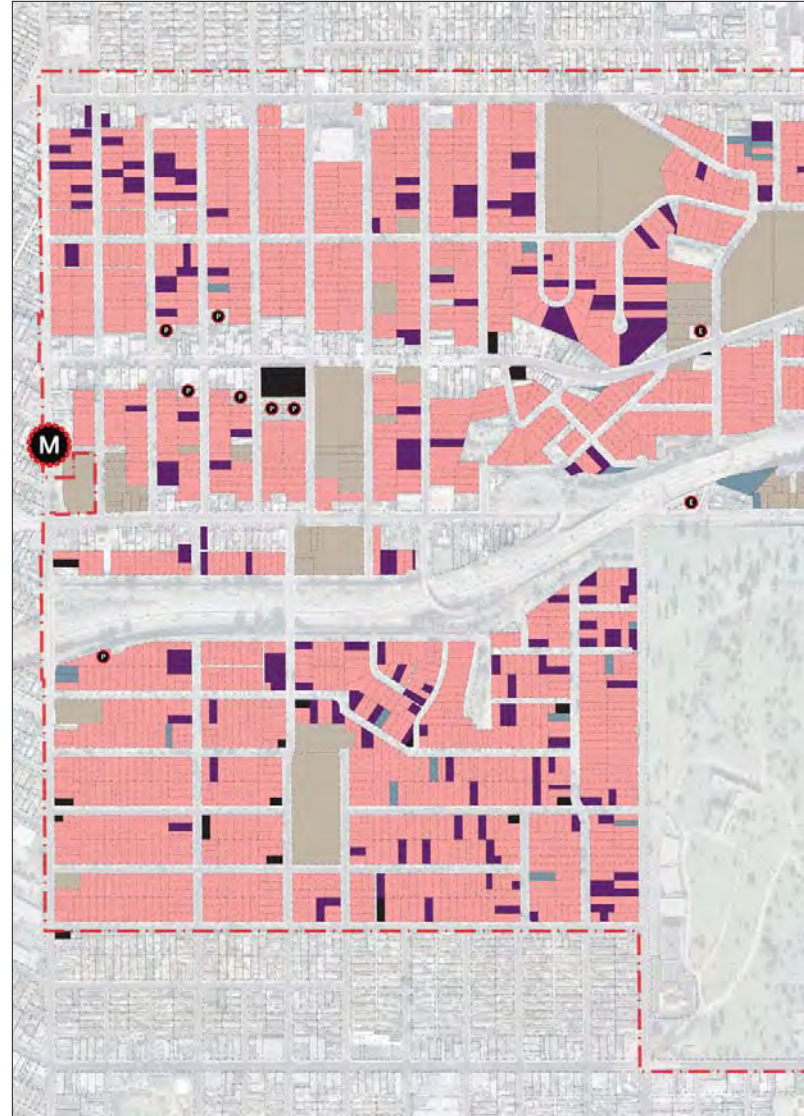
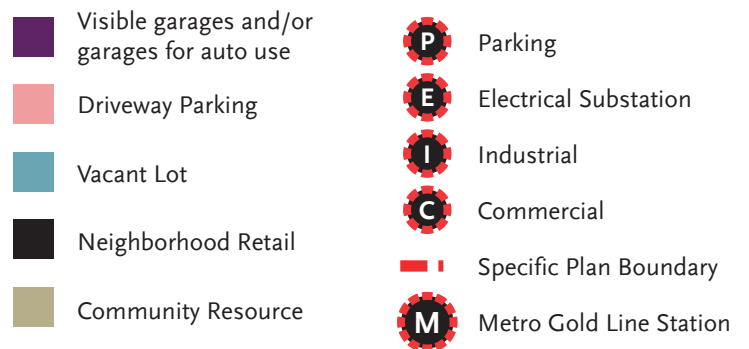


FIGURE 4B - EXISTING PARKING CONDITIONS



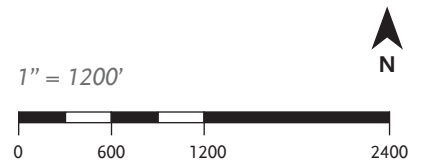
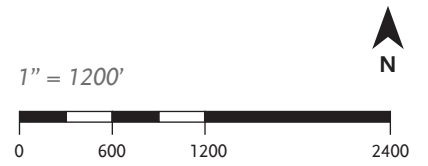




FIGURE 4C - EXISTING PROPERTY CONDITIONS





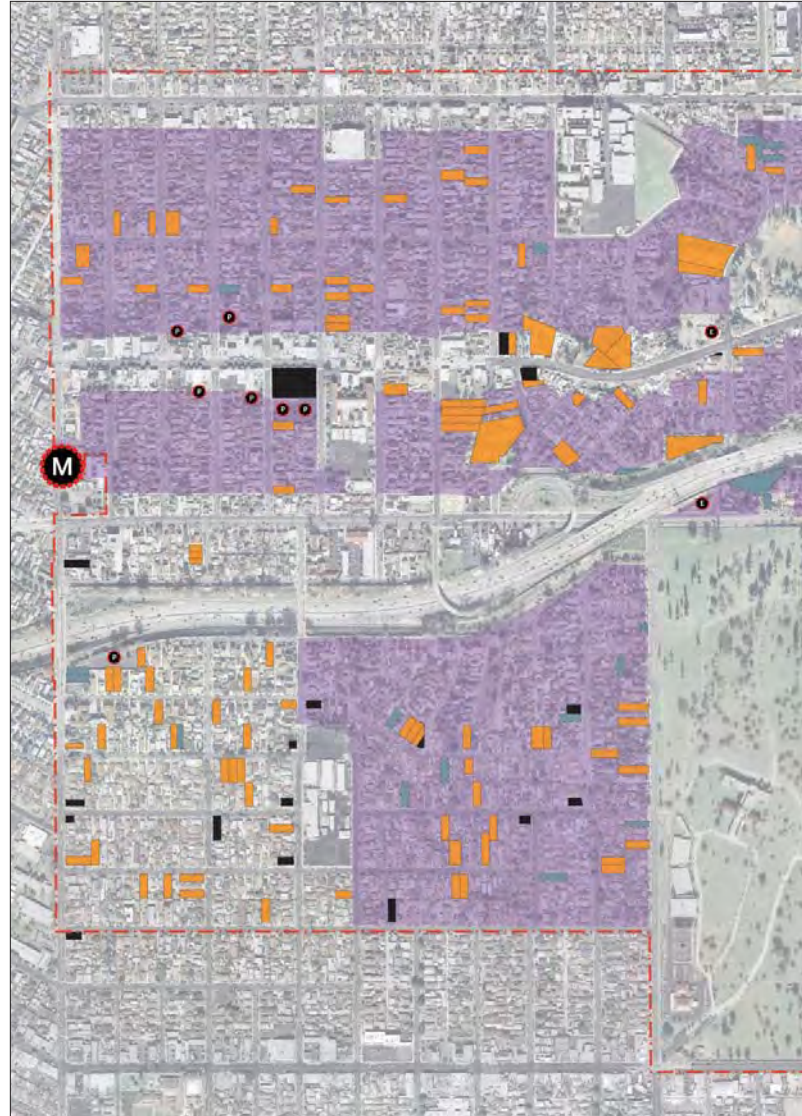
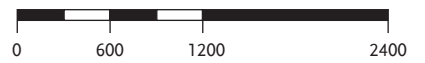


FIGURE 4D - CONCENTRATION OF 4+ DWELLINGS PER LOT





1" = 1200'

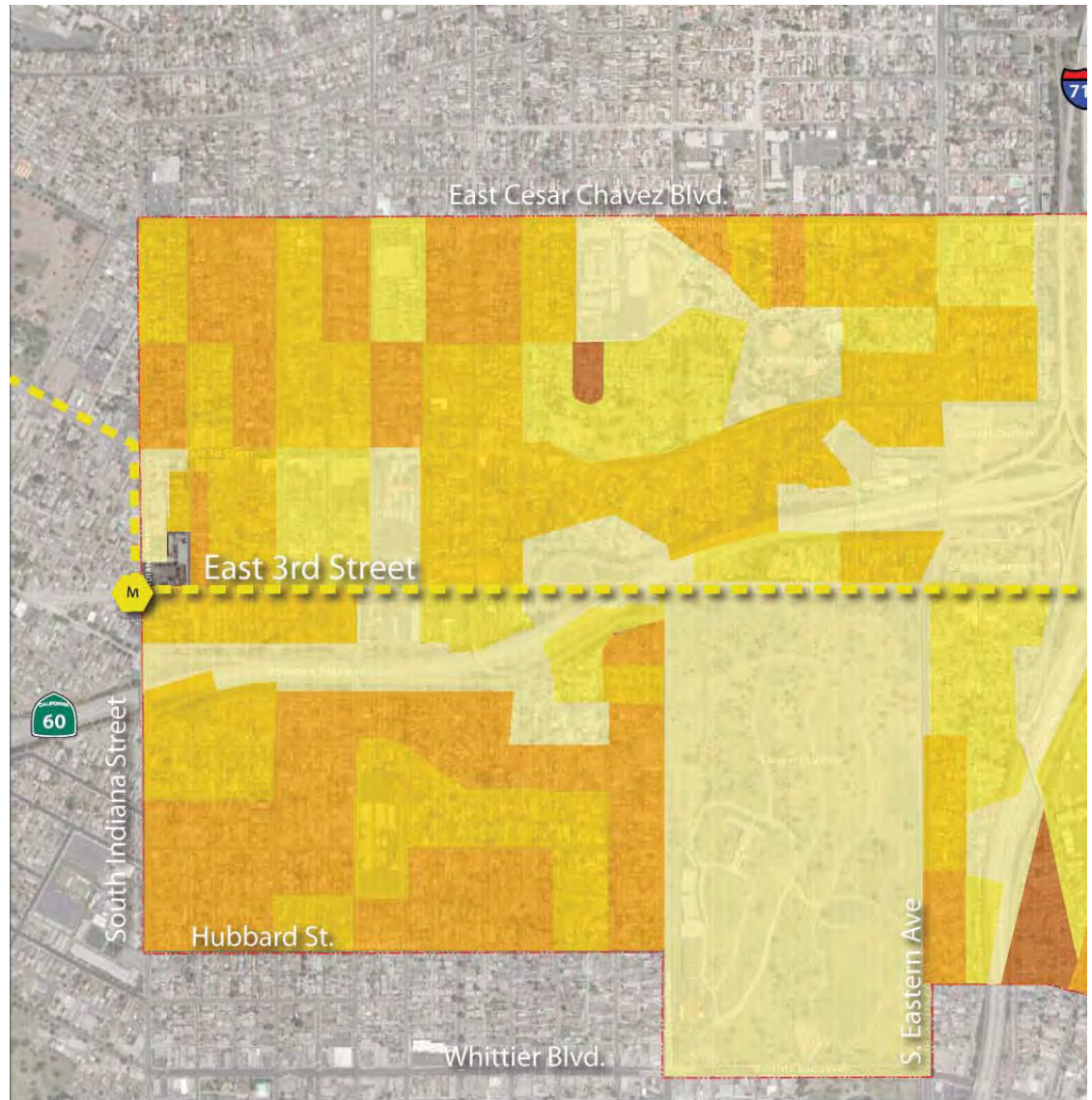


I. REGIONAL OPEN SPACE AND CONNECTIVITY





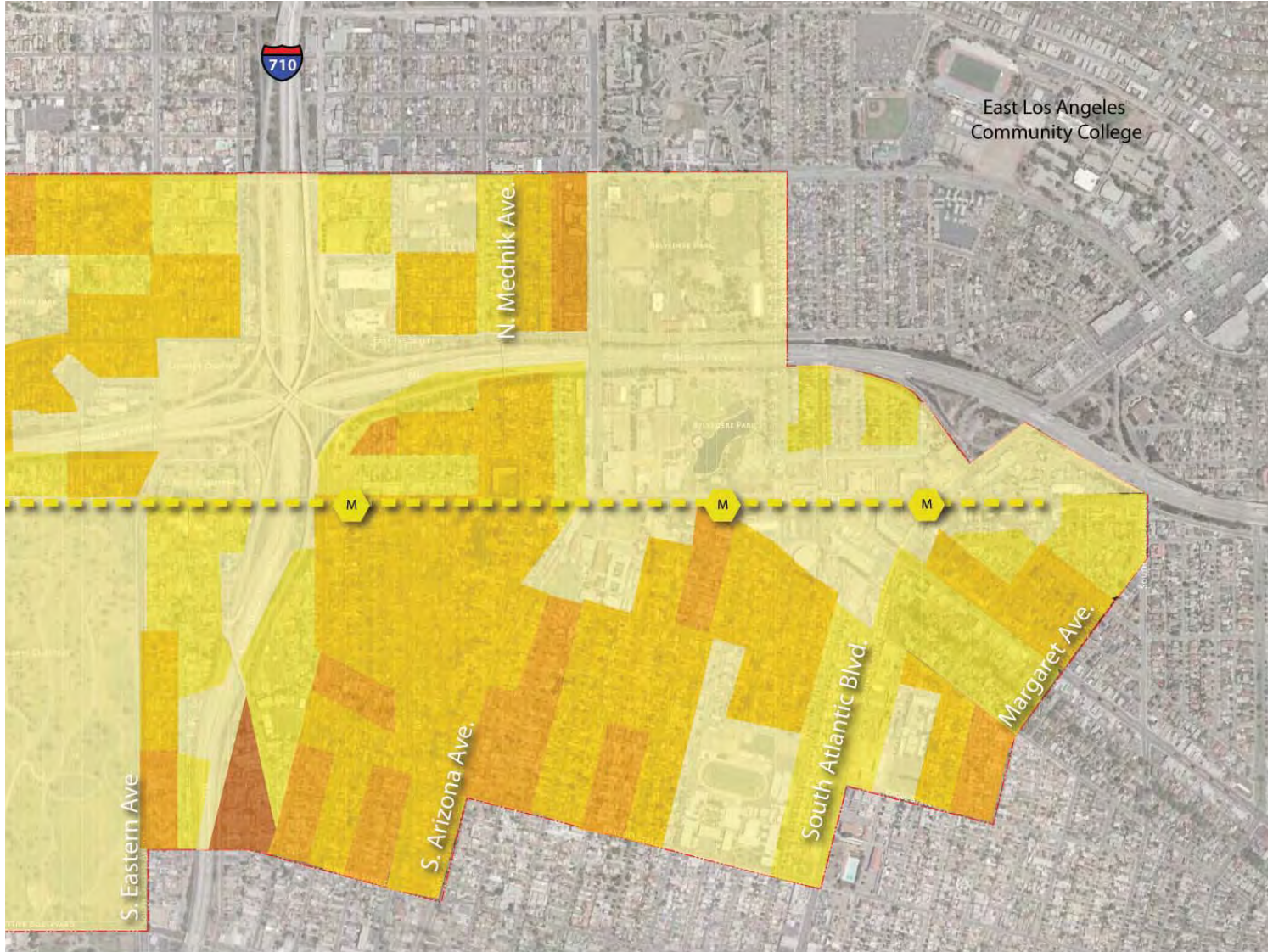
II. POPULATION



EAST LOS ANGELES DEMOGRAPHICS

- 96.7% Hispanic or Latino
- 56.3% Households with one or more children under 18 years old
- Estimated median household income: \$35,482 (California: \$59,948)
- Median resident age: 26.5 (California: 33.3)

Sources: US Census Bureau (2000); www.citydata.com (2007)



Source: US Census Bureau: "East Los Angeles CDP, California by Block" (2000)

LEGEND

- ELA TOD BOUNDARY LINE
- M METRO GOLD LINE & STOPS

PERSONS/SQ.MILE (BY BLOCK) :

- 0 - 6778
- 7000 - 17333
- 17387 - 27000
- 27200 - 45500
- 46667 - 97000

III. PUBLIC SPACE OPPORTUNITIES



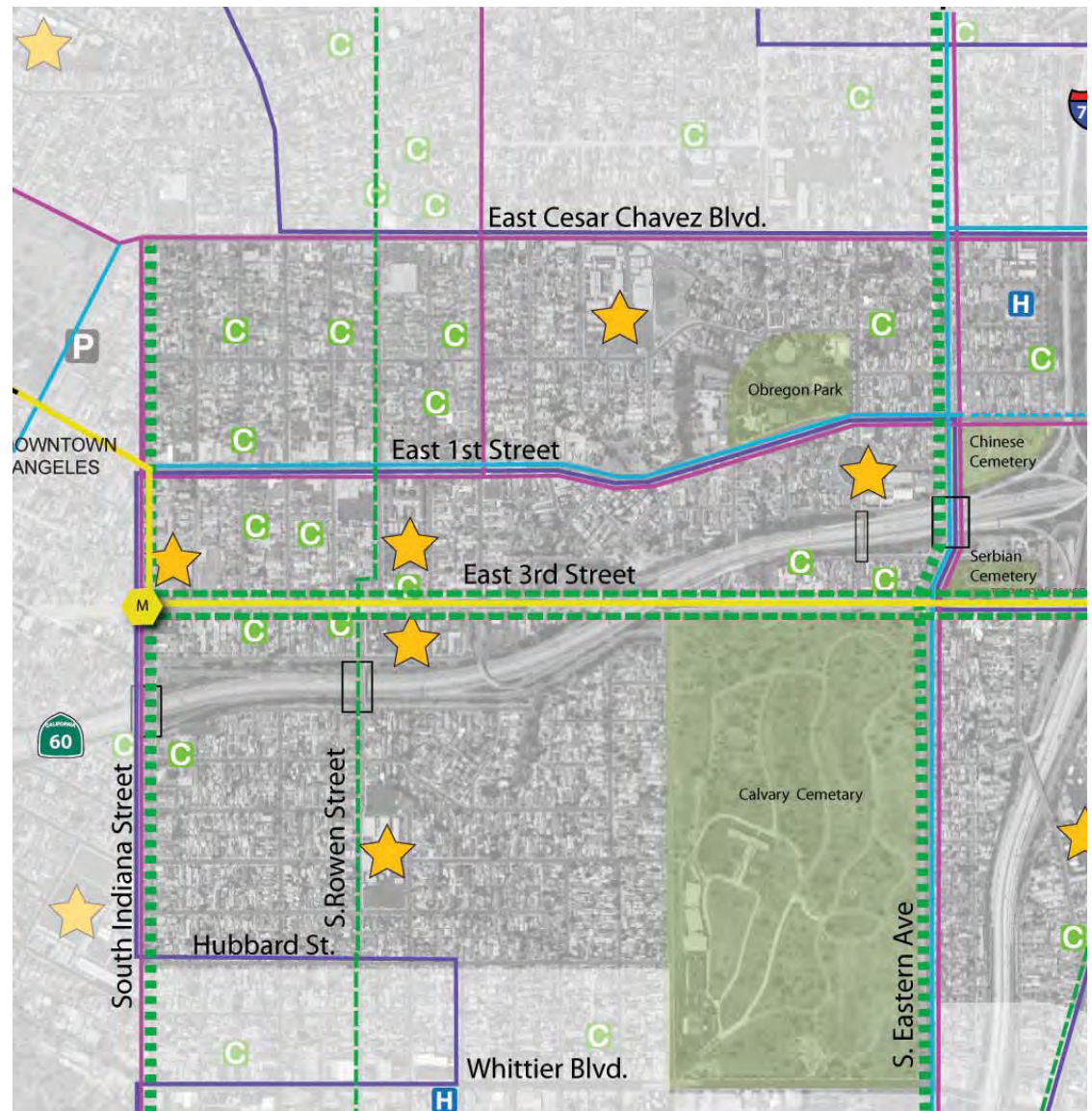


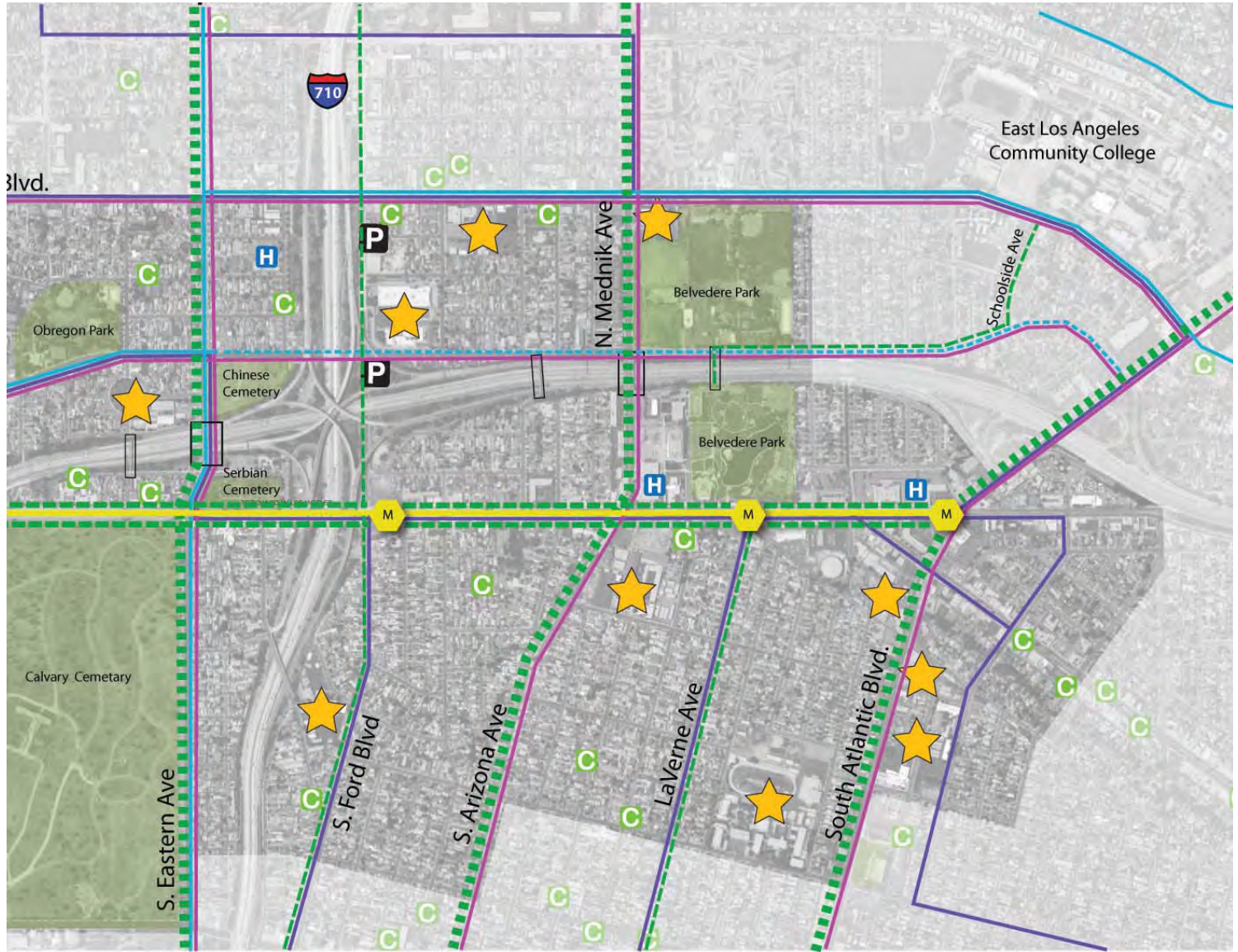
LEGEND

- ELA TOD BOUNDARY LINE
- M METRO GOLD LINE & STOPS
- BIKEWAY
- OPEN SPACE
- VACANT/UNDERUSED PARCEL
- POTENTIAL JOINT USE PARCEL

- ★ SCHOOLS
- P PARKING LOT
- C RELIGIOUS ESTABLISHMENT
- H HEALTH CENTER

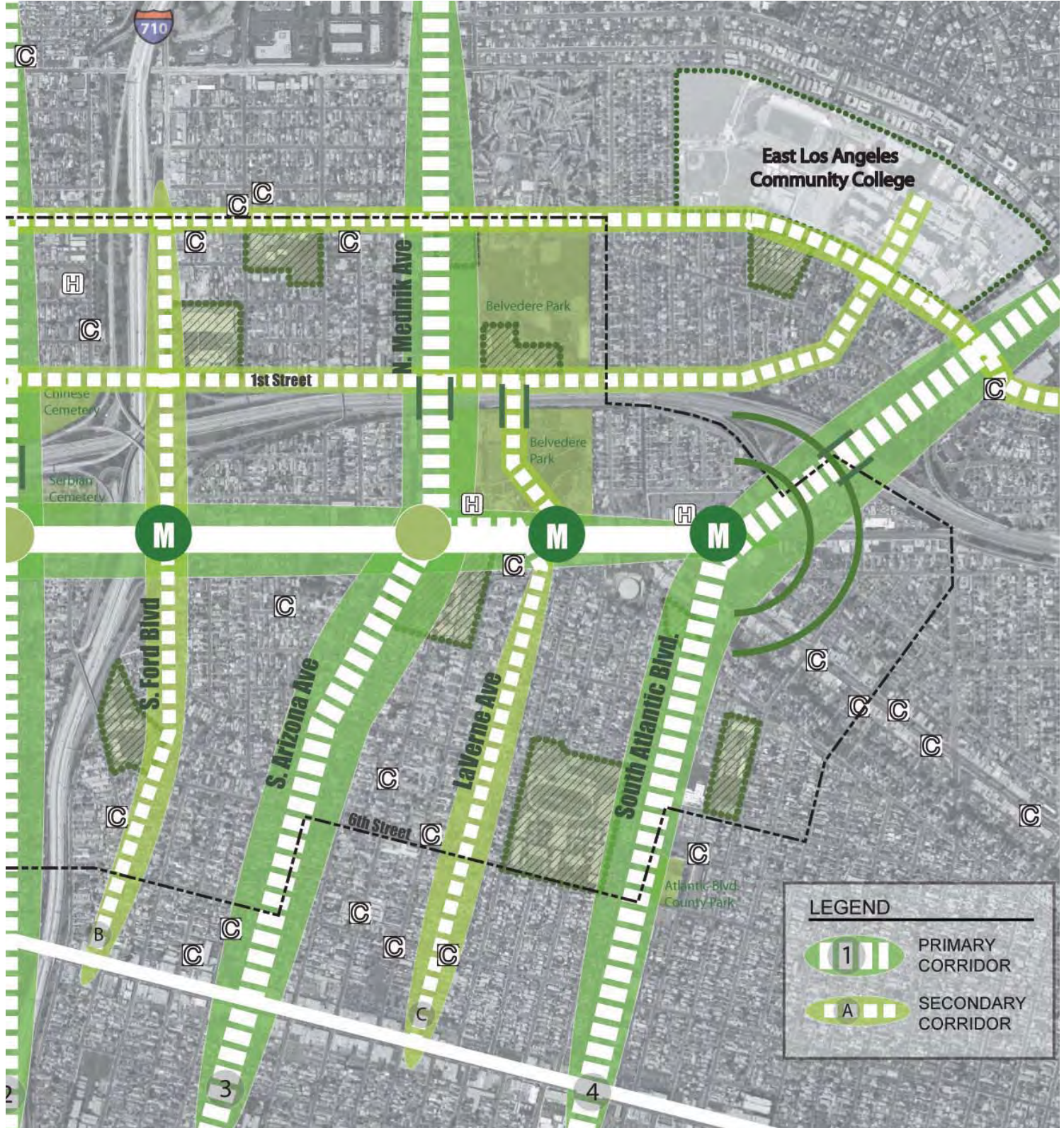
IV. EXISTING AND PROPOSED CONNECTIVITY





LEGEND

-  METRO GOLD LINE & STOPS
-  METRO BUS LINES
-  EL SOL BUS LINES
-  EXISTING BIKEWAY
-  PROPOSED BIKEWAY
-  PRIORITY PROPOSED STREETScape IMPROVEMENT
-  SECONDARY PROPOSED STREETScape IMPROVEMENT
-  SCHOOLS
-  PARKING LOT
-  RELIGIOUS ESTABLISHMENT
-  HEALTH CENTER



VI. INDIANA STATION



Schools

- 1- Ramona Opportunity High School
- 2- Belvedere Elementary School
- 3- Los Angeles Music & Art School
- 4- Our Lady of Lourdes School
- 5- Rowan Ave Elementary School
- 6- Stevenson Middle School
- 7- Lorena Terrace Alegria Pre-School

Civic Facilities

- 8- Robert Louis Stevenson Branch Library



LEGEND

- METRO GOLD LINE & STOPS
- SCHOOL
- RELIGIOUS ESTABLISHMENT
- HEALTH CENTER
- CIVIC FACILITY
- PARKS AND OPEN SPACE
- VACANT/UNDERUSED PARCEL
- POTENTIAL JOINT USE PARCEL
- METRO BUS LINES
- EL SOL BUS LINES
- EXISTING BIKEWAY
- PROPOSED BIKEWAY
- PRIORITY PROPOSED STREETScape IMPROVEMENT
- SECONDARY PROPOSED STREETScape IMPROVEMENT

VII. MARAVILLA STATION

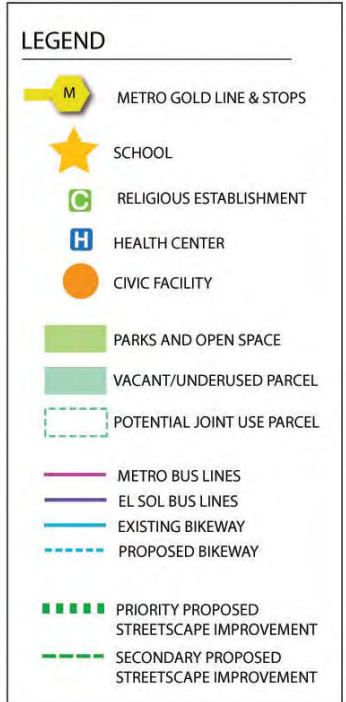
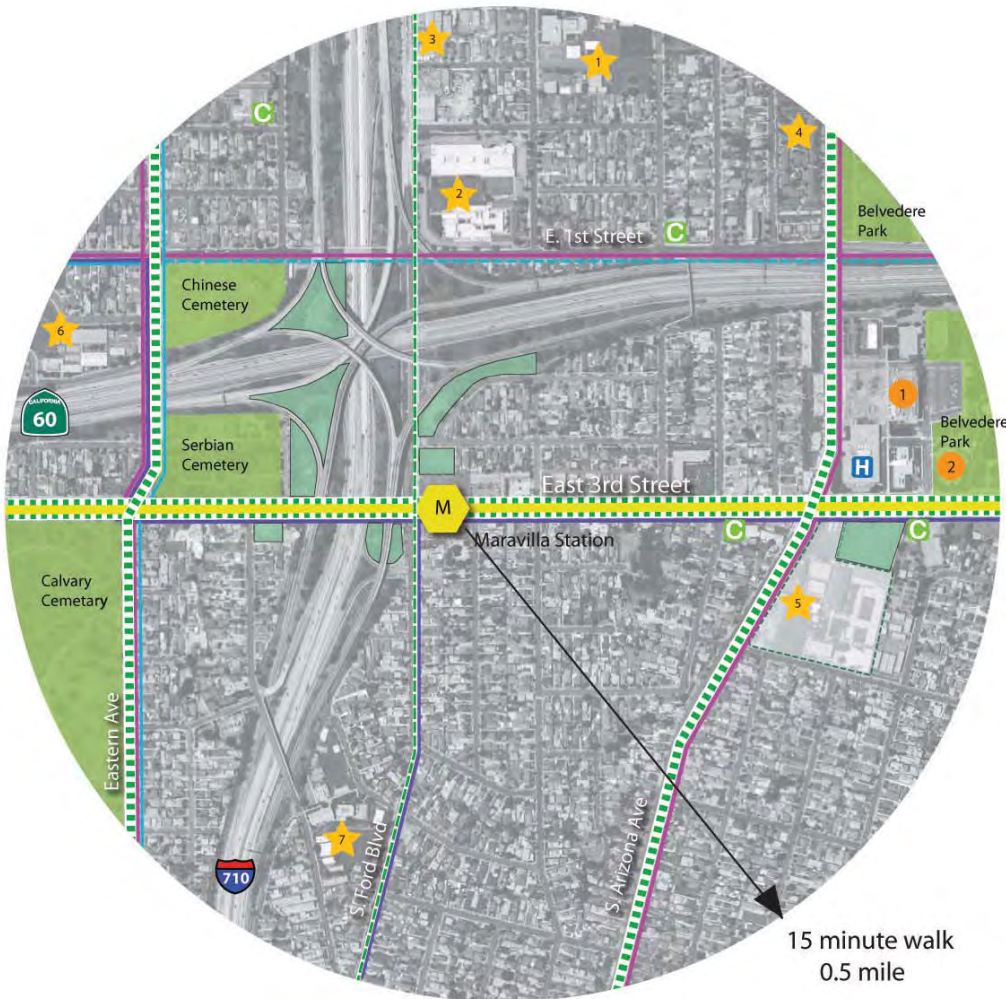


Schools

- 1- Brooklyn Ave Elementary School
- 2- Alfonso B. Perez Special Education Center
- 3- Magnum School Inc
- 4- University of California Cooperative Extension
- 5- After School All Stars
- 6- Marianna Ave Elementary School
- 7- Humphreys Ave Elementary School

Civic facilities

- 1- Civic Center and LA County East Courthouse
- 2- East Los Angeles Public Library



VIII.CIVIC CENTER STATION



Schools

- 1- University of California Co-Op
- 2- Morris K. Hamasaki Elementary School
- 3- Griffith Middle School / After School All Star
- 4- Fourth Street Elementary School
- 5- Monterey Continuation School
- 6- Garfield High School

Civic facilities

- 7- Civic Center and LA County East Courthouse
- 8- East Los Angeles Public Library



LEGEND

-  METRO GOLD LINE & STOPS
-  SCHOOL
-  RELIGIOUS ESTABLISHMENT
-  HEALTH CENTER
-  CIVIC FACILITY
-  PARKS AND OPEN SPACE
-  VACANT/UNDERUSED PARCEL
-  POTENTIAL JOINT USE PARCEL
-  METRO BUS LINES
-  EL SOL BUS LINES
-  EXISTING BIKEWAY
-  PROPOSED BIKEWAY
-  PRIORITY PROPOSED STREETScape IMPROVEMENT
-  SECONDARY PROPOSED STREETScape IMPROVEMENT

IX. ATLANTIC STATION

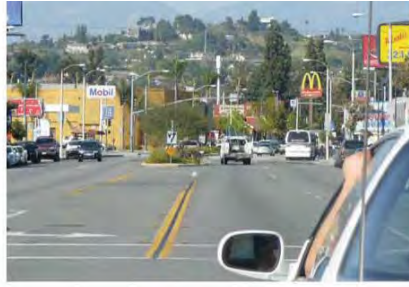


Schools

- 1- Fourth Street Elementary School
- 2- Monterey Continuation School
- 3- 4th Street Primary Center
- 4- Beverly Christian School
- 5- Robert Hill Lane Elementary School
- 6- East Los Angeles College

Civic facilities

- 1- Civic Center and LA County East Courthouse
- 2- East Los Angeles Public Library



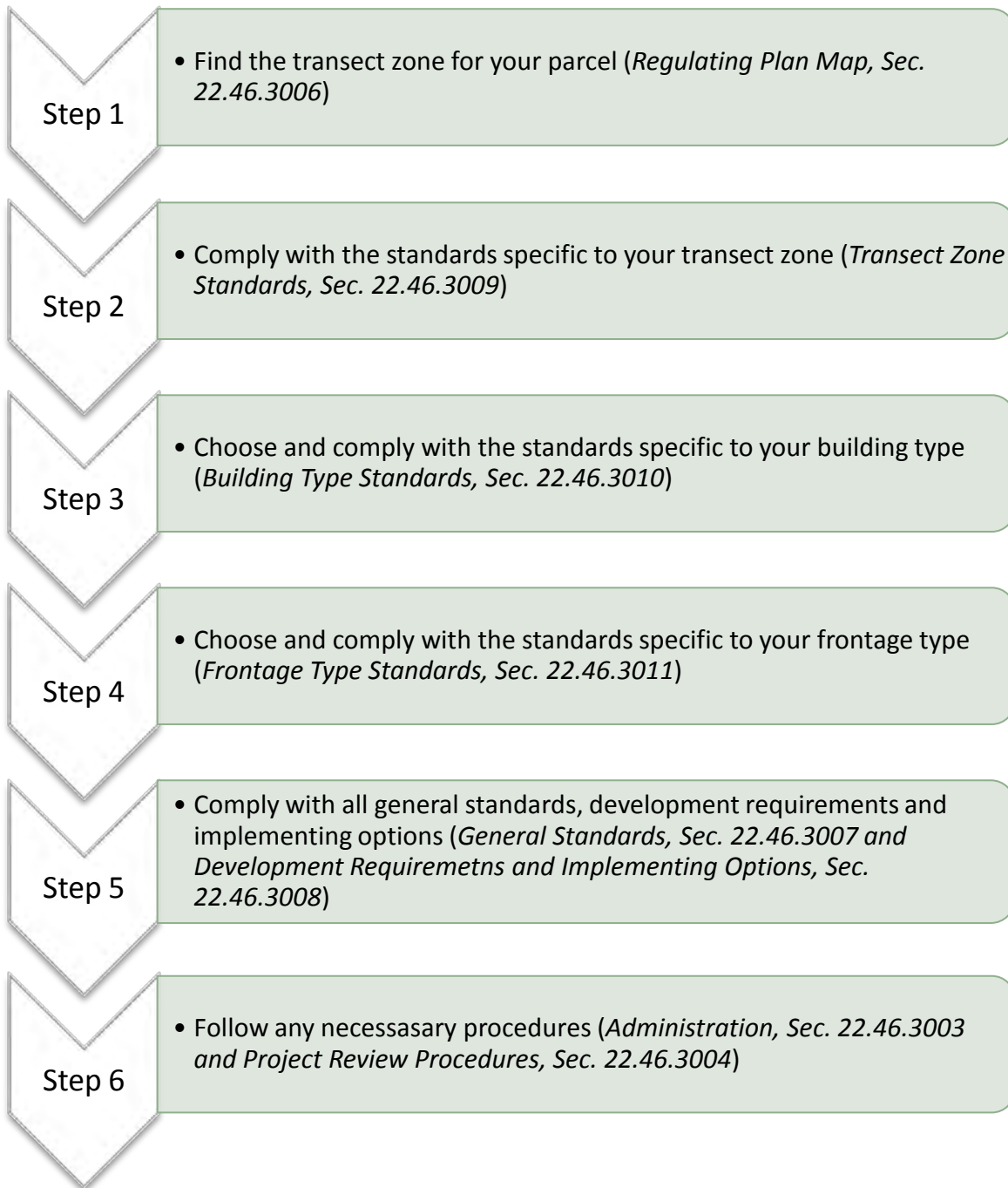
LEGEND

- METRO GOLD LINE & STOPS
- SCHOOL
- RELIGIOUS ESTABLISHMENT
- HEALTH CENTER
- CIVIC FACILITY
- PARKS AND OPEN SPACE
- VACANT/UNDERUSED PARCEL
- POTENTIAL JOINT USE PARCEL
- METRO BUS LINES
- EL SOL BUS LINES
- EXISTING BIKEWAY
- PROPOSED BIKEWAY
- PRIORITY PROPOSED STREETSCAPE IMPROVEMENT
- SECONDARY PROPOSED STREETSCAPE IMPROVEMENT

ATTACHMENT C

Quick Form-Based Code Guide: Building-Scale Projects

Quick Form-Based Code Guide: Building-Scale Projects



ATTACHMENT D

Consistency Analysis of General Plan and East Los Angeles Community Plan

Table 1 Consistency with County of Los Angeles General Plan	
<i>Relevant Policy/Goal</i>	<i>Analysis of Project Consistency</i>
Land Use Element	
Policy 1 Concentrate well designed high density housing in and adjacent to centers to provide convenient access to jobs and services without sacrificing livability or environmental quality.	Consistent: The Specific Plan would focus higher density residential uses near the SPA Gold Line transit stations in mixed-use buildings. It would encourage use of alternative transportation that will result in improved access to jobs located near the SPA Gold Line stations, as well as throughout the regional rail system.
Policy 2 Encourage development of well designed twin homes, townhouses and garden apartments, particularly on by-passed parcels within existing urban communities.	Consistent: The Specific Plan would designate primary arterial roads as mixed-use corridors and allow for sensitive commercial and residential in-fill development, including the corridors of 3 rd Street, 1 st Street, Atlantic and Beverly Boulevards, and Cesar E. Chavez Avenue. This would accommodate neighborhood-serving commercial, office and medium density residential uses. In addition, development allowed under the Specific Plan would help to reconnect the isolated stretch along 3 rd Street, between the freeways, to transit and the neighborhoods, thereby accommodating medium density residential uses.
Policy 3 Place major emphasis on channeling new intensive commercial development into multipurpose centers.	Consistent: The Specific Plan would increase residential and employment uses around the SPA Gold Line transit stations and transform these areas into multipurpose, mixed-use commercial and residential centers.
Policy 7 Assure that new development is compatible with the natural and manmade environment by implementing appropriate locational controls and high quality design standards.	Consistent: A goal of the Specific Plan is to ensure that buildings are appropriately scaled and massed, and to provide architectural variety, natural light, quality design, and compatibility within the scale and character of East Los Angeles. An associated policy is the establishment of a Form-Based Code which establishes building and frontage design standards to create architecturally compatible buildings with varied and appropriate massing and scale to integrate within the existing community character.
Policy 8 Protect the character of residential neighborhoods by preventing the intrusion of incompatible uses that would cause environmental degradation such as excessive noise, noxious fumes, glare, shadowing, and traffic.	Consistent: A goal of the Specific Plan is to maintain stable and healthy residential neighborhoods via the following policies: retaining prevailing densities in residential neighborhoods and establishing standards for new construction that are compatible with the existing single- and two-family residential character. In addition, a goal of the Specific Plan is that transit-supportive residential densities are accommodated in three-story maximum buildings that will protect and preserve the character of adjacent residential neighborhoods. New development would be required to incorporate measures to protect adjacent residential areas. In this manner, incompatible uses that would cause environmental degradation would be avoided.
Policy 9 Promote neighborhood commercial facilities which provide convenience goods and services and complement community character through appropriate scale, design and location controls.	Consistent: The Specific Plan proposes to designate the main arterial roads as mixed-use to allow for neighborhood-serving commercial development, including areas along 3 rd Street, 1 st Street, Atlantic Boulevard, Beverly Boulevard, and Cesar E. Chavez Avenue.

Table 1 Consistency with County of Los Angeles General Plan	
<i>Relevant Policy/Goal</i>	<i>Analysis of Project Consistency</i>
<p>Policy 24 Promote compatible land use arrangements that reduce reliance on the private automobile in order to minimize related social, economic and environmental costs.</p> <p>Policy 25 Promote land use arrangements that will maximize energy conservation.</p>	<p>Consistent: The Specific Plan proposes to increase residential and employment uses around the Gold Line Stations and transform these areas into mixed-use centers, which would increase the customer base and employment opportunities. This intensification maximizes the use of public transportation opportunities in the SPA, which in turn would be expected to reduce energy consumption.</p>
<p>Policy 27 Provide a land use mix at the countywide, area wide and community levels based on Projected need and supported by evaluation of social, economic and environmental impacts.</p>	<p>Consistent: The Specific Plan proposes a mix of land uses that will enhance the area's economic viability and provide employment, retail and housing opportunities which would directly benefit the community. This will be accomplished, in part, by the transformation of the areas around the Gold Line Stations into mixed-use centers to increase residential and employment uses, as well as the customer base and employment opportunities. Further, areas along 3rd Street, 1st Street, Atlantic Boulevard, Beverly Boulevard, and Cesar E. Chavez Avenue will be designated as mixed-use to accommodate neighborhood-serving commercial, office, and medium density residential uses.</p>
<p>Policy 28 Ensure continuing opportunity for citizen involvement in the land use decision-making process.</p>	<p>Consistent: The Specific Plan was initiated via Discovery Workshops with the East Los Angeles community and the East Los Angeles Planning Advisory Committee (ELAPAC) was established to ensure broad community participation. As a policy, the Specific Plan intends to encourage community participation in the planning and improvement of neighborhoods.</p>
Conservation and Open Space Element	
<p>Policy 1 Encourage open-space easements and dedications as a means of meeting scenic, recreational and conservation needs.</p>	<p>Consistent: The Specific Plan encourages open-space dedication to help meet deficiencies within the SPA for regional and local parks. The Specific Plan would aim to improve the park network by using streets and pedestrian connections, bringing these amenities within a reasonable walking and biking distance for all residents.</p>
<p>Policy 28 Develop local parks in urban areas as part of urban revitalization projects, wherever possible.</p>	<p>Consistent: The Specific Plan encourages the development of local parks in urban areas through the generation of new open space in tandem with new development, requiring new development to have an engaging relationship to the public realm, and by providing plazas, where appropriate, to help meet deficiencies within the SPA for regional and local parks. The Specific Plan would encourage varied open spaces that meet a wide range of active and passive recreational needs within the context of a development community.</p>
Transportation Element	
<p>Policy 1 Provide transportation planning, services, and facilities that are considered with and support the County of Los Angeles General Plan.</p>	<p>Consistent: The Specific Plan was developed with the strategic vision of utilizing the principles of pedestrian- and transit-supportive development. The Specific Plan involves the redevelopment of existing transit corridors which support transportation services and facilities throughout the SPA.</p>
<p>Policy 2 Provide transportation planning, services and facilities that provide access for equitable employment, educational, housing and recreational opportunities.</p>	<p>Consistent: The Specific Plan involves implementing the principles of pedestrian- and transit-supportive development that will provide areas where retail and business services are located with housing and other community services. Generally, these areas support the adjoining community employment, educational, housing, and recreational needs.</p>

Table 1 Consistency with County of Los Angeles General Plan	
<i>Relevant Policy/Goal</i>	<i>Analysis of Project Consistency</i>
Policy 5 Coordinate land use and transportation policies.	Consistent: The Specific Plan involves implementing the principles of pedestrian- and transit-supportive development that will provide corridors where retail and business services are concentrated along with housing. Major change is expected along and around the Gold Line stations, which will be transformed into “transit centers” with mixed-use buildings located near transit stations.

Table 2 Consistency with East Los Angeles Community Plan	
<i>Relevant Policy/Goal</i>	<i>Analysis of Consistency</i>
East Los Angeles Community Plan	
Maintain consistency between the Land Use Element, zoning ordinance, and all applicable County regulations and standards.	Consistent: The Specific Plan includes a Form-Based Code which would be considered in combination with the existing Zoning Ordinance, where provisions conflict the Form-Based code would govern, where provisions of the Form-Based Code are more restrictive or less restrictive than the provisions of the Zoning Ordinance, the Form-Based Code would govern. Therefore, once adopted, the Specific Plan would set and maintain the standards for the SPA and in all other instances the existing Zoning Ordinance will apply.
Encourage rehabilitation of existing commercial uses and development of new commercial infill along the major corridors (Whittier, Olympic and Atlantic Boulevards) where commercial uses are designated on the Land Use Plan Map and where transportation and other municipal services can support development.	Consistent: By design, the Specific Plan defines a vision and establishes development standards and strategies for the revitalization of the SPA using the principles of pedestrian- and transit-oriented development. Specifically, the Specific Plan proposes to transform the transit station areas around the Gold Line along 3 rd Street into mixed-use centers, accommodate neighborhood-serving commercial, office and medium density residential uses. Infill development is encouraged along 1 st Street and Cesar Chavez Avenue that visually unifies the street and respects the street-oriented development pattern of existing buildings. In addition, the Specific Plan proposes to reinforce the connection along Atlantic Boulevard to the Atlantic Station by fostering a pedestrian friendly environment, while still accommodating auto-oriented businesses in the Atlantic Boulevard corridor.
<p>Maintain and enhance the quality of healthy and stable residential neighborhoods.</p> <p>Allow the intensification of land uses only if it does not adversely impact existing uses, neighborhoods, and the existing character and density of the East Los Angeles Community.</p> <p>Encourage infill development in residential neighborhoods which is compatible with the density of existing development.</p>	Consistent: A goal of the Specific Plan is to maintain stable and healthy residential neighborhoods via the following policies: retaining the prevailing densities in the existing residential neighborhoods and establishing standards for new construction that are compatible with the existing single- and two-family residential character.
Provide for new development which is compatible with and complements existing uses.	Consistent: As a goal, the Specific Plan proposes to scale and mass buildings to provide architectural variety, natural light, quality design, and compatibility with the scale and character of the SPA. The associated Form-Based Code establishes building and frontage design standards which create architecturally interesting buildings with varied and appropriate massing and scale which integrate with the existing community character. For existing residential neighborhoods, a goal of the Specific Plan is to preserve and maintain stable and healthy residential neighborhoods. Related policy includes the establishment of standards for new construction that are compatible with the existing single- and two-family residential character.

Table 2 Consistency with East Los Angeles Community Plan	
<i>Relevant Policy/Goal</i>	<i>Analysis of Consistency</i>
<p>Encourage reconstruction of commercial areas which cannot be rehabilitated and which are designated for commercial use on the Land Use Plan Map.</p> <p>Limit new development to the densities designated on the Land Use Plan map by establishing zones and standards which correspond to the Land Use Plan Map.</p>	<p>Consistent: The Specific Plan proposes to transform the areas around the Gold Line Stations into mixed-use centers, and designate other areas as mixed-use, including areas along 3rd Street, Atlantic Boulevard, Beverly Boulevard, 1st Street, and Cesar Chavez Avenue. This would accommodate neighborhood-serving commercial, office and medium density residential uses in areas already designated for commercial use, such as Cesar Chavez Avenue and 3rd Street. In addition, the plan proposes to reinforce the connection along Atlantic Boulevard to the Atlantic Station by fostering a pedestrian friendly environment, while still accommodating auto-oriented businesses in the Atlantic Boulevard corridor. This would allow the continued use of Atlantic Boulevard for commercial activities. Residential neighborhoods are expected to experience minor change, as a goal of the Specific Plan is to preserve the residential core through the retention of prevailing densities. In residential areas, change is focused on aesthetic improvements to strengthen neighborhood identity through potential streetscape improvements and street trees.</p>
<p>Designate appropriate areas where mixed uses will be permitted subject to compliance with performance standards where mixed uses are permitted, ensure compatibility of adjacent uses through careful design.</p>	<p>Consistent: The Specific Plan proposes to transform the areas around the Gold Line Stations into mixed-use centers, and designate other areas as mixed-use, including areas along 3rd Street, Atlantic Boulevard, Beverly Boulevard, 1st Street, and Cesar Chavez Avenue. This would accommodate neighborhood-serving commercial, office and medium density residential uses. As a goal, the Specific Plan aims to accommodate residential densities that preserve the residential core. An associated policy would ensure that new development incorporates context-sensitive transitions that are compatible with adjacent residential areas.</p>
<p>New development should be managed, discouraging crowding and encouraging single family detached homes, twin homes, and townhomes for households, and townhouses and apartments for senior citizens.</p> <p>Apartment buildings should be separated from single family areas and channeled into higher density areas near shopping and transportation.</p>	<p>Consistent: The Specific Plan proposes transit-supportive residential densities that protect and preserve the character of the existing residential neighborhoods. As policy, higher density residential uses will be focused near the transit stations in mixed-use buildings and medium-density residential will be focused along the mixed-use corridors in mixed-use, courtyard, and row house building types. Such new development will incorporate context-sensitive transitions that are compatible with adjacent residential areas. Development standards will also be established for new construction that is compatible with the existing single- and two-family residential character. As such, the existing residential core would be protected and new mixed uses and apartment buildings would be located in the mixed use corridors.</p>
<p>Eliminate industrial and commercial uses from residential areas, except existing neighborhood oriented (“mom and pop”) stores that fill a neighborhood need and are compatible with surrounding uses. Channel industrial and commercial development into specific areas and designate appropriate “mom and pop” uses as special need uses.</p>	<p>Consistent: The Specific Plan proposes to transform the areas around the Gold Line Stations into mixed-use centers, and designate other areas as mixed-use, including areas along 3rd Street, Atlantic Boulevard, 1st Street, and Cesar Chavez Avenue. Designation as mixed use is aimed at accommodating neighborhood-serving commercial, office and medium density residential uses. A goal of the Specific Plan is the preservation and maintenance of stable and healthy residential neighborhoods via retention of the prevailing densities in the residential neighborhoods and the establishment of standards for new residential construction that are compatible with the existing single- and two-family residential character. A provision contained in the Form-Based Code would allow for existing neighborhood markets to continue “as is” with a discretionary review permit.</p>

Table 2 Consistency with East Los Angeles Community Plan	
<i>Relevant Policy/Goal</i>	<i>Analysis of Consistency</i>
Homes should be screened from business areas using walls and landscaping or by developing buffer uses such as parking lots or parks.	Consistent: A goal of the Specific Plan is that transit-supportive residential densities are accommodated in a manner that preserves the residential core existing neighborhoods. An associated policy ensures that new development incorporates context-sensitive transitions that are compatible with adjacent residential areas.
Priority should be given to development of atypical parks in East Los Angeles, since there is little potential for the development of larger parks.	Consistent: The Specific Plan encourages a rich set of urban public spaces, including parks, plazas, schools and other civic institutions connected by a network of green streets as a goal. An associated policy promotes public plazas as part of new development that is open to the street and provides a place for outdoor dining or socializing. Larger footprint buildings would be required to incorporate a plaza or similar massing break and setback. An additional goal is the preservation and maintenance of stable and healthy residential neighborhoods via streetscape improvements and increased open space and recreational outlets. As such, the Specific Plan proposes to creatively utilize existing areas for plaza and/or park like uses throughout the SPA.

ATTACHMENT E

Transcript of Hearing Examiner Public Hearing (June 12, 2014)

1 PUBLIC HEARING OF THE LOS ANGELES COUNTY

2 REGIONAL PLANNING COMMISSION

3 EAST LOS ANGELES LIBRARY CIVIC CENTER

4 LOS ANGELES, CA 90022

5 THURSDAY, JUNE 12, 2014

6 HEARING EXAMINER: Thank you all for coming this evening.

7 And we are going to be conducting a hearing here for the Los
8 Angeles County Department of Regional Planning. I am the
9 hearing examiner. My name is Paul McCarthy. And we will be
10 taking testimony tonight on the Environmental Impact Report
11 that has been prepared to accommodate the 3rd Street Specific
12 Plan project.

13 Is that coming in okay on the equipment? Great.

14 Now, the -- let me just let you know that the project
15 here, the boundaries generally are Cesar Chavez Avenue on the
16 north, Indiana Street to the west, Hubbard and 6th streets to
17 the south, and Margaret Avenue and Atlantic Boulevard to the
18 east here in the community of East Los Angeles. And I'm just
19 going to turn it over briefly to Carmen, and she can make a few
20 remarks as well.

21 MS. SAINZ: Hello. Hello again. Thank you again for
22 coming to this event, the open house and the public hearing.
23 We appreciate you taking the time out of your busy lives to
24 come here and get more information on the projects. So we're
25 going to start off with the public hearing. And the public



1 hearing is for the Environmental Impact Report for the Specific
2 Plan. So we have a few speaker cards, and when it's your turn
3 to speak, I will call your name and just come up to the table
4 at the front. So I'm going to hand it over to Phillip Estes,
5 and Phillip Estes is the project lead for this Environmental
6 Impact Report project.

7 MR. ESTES: Hello. Hi. Thank you Carmen. Hi, everyone.
8 My name is Phillip Estes, and I'm with the Department of
9 Regional Planning. Next slide. First I want to start off with
10 taking a look at the plan boundary. Generally, the project
11 area is centered on 3rd Street here, and it extends
12 approximately one-half mile to the north and one-half mile to
13 the south of the Gold Line with Cesar Chavez on the north,
14 Indiana on the west, with roughly Atlantic and Margaret on the
15 east with 6th Street and Hubbard Street on the south.

16 The focus of this plan is really on the existing
17 commercial corridors where change is expected. The residential
18 core is really the vast majority of the plan area and little
19 change in terms of land use strategy or development is expected
20 with that because the goal is to protect and preserve the
21 residential core.

22 So the -- the plan is to -- the major change is
23 expected along 3rd Street, Cesar Chavez and 1st Street, and
24 Atlantic. So as many of you know, Regional Planning has been
25 working closely with -- with your community and community



1 stakeholders and County departments to develop a long term
2 vision for the 3rd Street Plan Area.

3 And out of the planning process, a number of goals
4 were identified. Four of those goals related to land use
5 development and they are -- the major goal with this plan is to
6 encourage quality mixed use development and to increase job
7 opportunities. And what we mean by mixed use is a pedestrian,
8 people-oriented area with a blend of commercial and residential
9 with active ground-floor -- ground-floor -- sorry. And
10 residential uses or office type uses on upper floors.

11 Another goal is we want to improve mobility and how
12 we get around to enhance the walking and bicycling experience.
13 Third, to promote green streets, to increase tree planting and
14 increase landscaping to provide shade and comfort. And also
15 related to land use development, again, is to preserve and
16 protect the residential core. So the focus of change can be
17 expected on the corridors. Next slide.

18 The major tool that the County is proposing to
19 implement to achieve the plan goals is to update the
20 Development Code. So why is this necessary? Well, the -- the
21 existing code, unfortunately, fails to create the kind of
22 places that the community wants because it's -- it's outdated
23 and it's -- it's really based on a newer suburban model that
24 doesn't really work well for an established street car suburb
25 like East L.A.



1 So there are three -- there are three -- three
2 components of the -- the proposed code that -- that are
3 important in terms of the environmental impacts and analyzing
4 the development.

5 Number one is the change of zoning, and so we're
6 proposing to rezone the corridors to allow mixed uses and a
7 variety of commercial office and residential uses. And again,
8 that's to activate the public realm and also to help create
9 jobs. What we mean when we say "public realm," it's really the
10 area that includes the publicly owned streets, the sidewalks,
11 the open space. Basically where the public -- the public space
12 meets the private -- where the public and private space
13 intersect.

14 Secondly, we are proposing a new form-based code that
15 will be adopted to ensure more predictable build results and a
16 more quality public realm. We want to make sure that new
17 development creates people oriented places that activate the
18 streets and sidewalk. So the big focus on the code is the
19 relationship between the building facades and the public realm,
20 with a lesser focus on controlling uses like conventional
21 zoning does.

22 So as you can see in this image, the quality of the
23 public realm space is really vital if -- if we are to be
24 successful in creating an environment that people want to work
25 and live.



1 So in short, we're revising the code to really
2 disallow this type of use and to require this type of use
3 where -- where you see the -- sort of the three concepts of the
4 form-based code. Very important is the placement of the
5 building, appropriate doors and window openings, landscape --
6 hello -- okay -- landscaping. And then parking is located
7 behind, underneath, or within the building. That really --
8 these really are the principles of the form-based code.

9 Third are the sign standards. So the sign standards
10 will be revised to encourage higher quality and less sign
11 clutter, yet allowing merchants the ability to advertise their
12 business. So there's a new set of signs being proposed that
13 will complement the -- the allowed building types, but we're
14 also proposing a couple of options. One is a creative sign
15 permit that would allow business owners to propose something
16 different but is suitable for a particular site because it has
17 a strong artistic character.

18 Secondly is a master sign program that would be
19 applicable to multitenant buildings or a property that has
20 generally more than four signs. Ultimately, our objectives are
21 to -- with this plan and code are to create people oriented
22 places that the community wants, to update the code to remove
23 some of those obstacles that are really holding this back, and
24 then in turn to encourage reinvestment in the community and to
25 create jobs.



1 Next, I'm going to turn this over to our
2 Environmental Impact Report consultant, Allison, and Allison is
3 going to provide a brief summary.

4 MS. RONDONE: Thank you. Thank you, Phillip. Good
5 evening. As Phillip indicated, my name is Allison Rondone, and
6 I'm a project manager with Atkins North America, not the diet.
7 We're a consulting firm that has been hired by the County to
8 analyze the impacts on the environment, on the ground, on the
9 air, from implementation of this plan.

10 Because this plan is considered a project, it is
11 subject to state law that requires an environmental analysis be
12 done before the project can be approved. So if you ever hear
13 the words CEQA or California Environmental Quality Act, that's
14 what that means. It was enacted in 1970.

15 So we prepared, on the County's behalf, an
16 Environmental Impact Report that looked at 17 different
17 resource areas, air quality, aesthetics or visual quality,
18 biological resources, geology, hazards, traffic, noise, land
19 use, population and housing, recreation, utilities, public
20 services. So that's what that report is. You're welcome to
21 take a CD. There are a few left, if you'd like to read it at
22 your leisure, or it is also posted on the County's website --
23 Regional Planning's website.

24 So where -- where we are in the process is we've --
25 we're circulating this document. It's out for review, for all



1 of you to read, for anyone who's interested, can look at it.
2 And these hearings are an opportunity for you to comment on the
3 Environmental Impact Report. Not the project, per se, but the
4 environmental analysis.

5 This is the first of three hearings that you would be
6 allowed to attend. The next one will be next month.

7 I love that song.

8 Next month there will be another public hearing
9 before the Planning Commission of the County, which will be
10 similar -- similarly conducted. You will be allowed to give
11 public testimony again if you have other comments that have
12 cropped up since you've had a chance to read this fascinating
13 report.

14 And then there will be a third, final hearing in
15 August before the Board of Supervisors, who will then make a
16 decision on whether to -- first of all, they have to what's
17 called certify, or approve, the Environmental Impact Report.
18 And only then can they then adopt the Specific Plan and approve
19 it. It's a requirement under California law.

20 So you will have more opportunities to comment during
21 this 45-day review period, which ends the end of the month.
22 You can write comments in, email comments. You can speak here.
23 All of these comments will be considered and responded to in
24 the final version of the report.

25 So with that I will turn it back to Phillip.



1 MR. ESTES: Thank you, Allison. I also want to remind you
2 that we do have copies of the Specific Plan and the Development
3 Code here at the table, and you're free to take a look at that.
4 We have staff here that can answer any of your questions. It's
5 also published on Regional Planning's website, available there
6 for download as well.

7 HEARING EXAMINER: Thank you. So I just want to reiterate
8 what was just stated. Basically we're tonight to hear from
9 you, so you can tell us what you feel about the EIR, what are
10 your feelings about the Environmental Impact Report, what
11 questions you might have, what criticisms you might have. And
12 then the environmental report preparers, the people who wrote
13 the report, are required by state law to prepare a response to
14 each of your comments. And that response will appear in
15 another document that will be produced in the coming weeks that
16 we call the Final Environmental Impact Report.

17 So that let's -- that gets us to our next point here.
18 When you testify, it's very important that you speak into the
19 microphone. The most important person in the room is not any
20 of us up here. It's the court reporter, because he's going to
21 take down your testimony and then the people who prepare these
22 reports will review it, they'll read that testimony, and they
23 will respond to it. And you will get to read those comments in
24 the Final Environmental Impact Report.

25 That report will be given to all of the members of



1 the Planning Commission before they open the public hearings
2 downtown. And, of course, it will be distributed to you as
3 members of the public as well. But it will be given to all of
4 the members of the Planning Commission before they open the
5 hearings on the -- on the proposal downtown.

6 So you have a proposal to make some changes in the --
7 the structure, the codes that regulate how East Los Angeles is
8 going to be developed. And under state law, which we refer to
9 as CEQA, the California Environmental Quality Act, we are
10 required to do an Environmental Impact Report to evaluate the
11 impacts of this new proposed code essentially. And you then,
12 again, are given an opportunity to comment and have your
13 comments incorporated into the official document. And that's
14 why we're here tonight.

15 We're going to try to keep it very informal.
16 Sometimes if we have a large crowd, we have to get very -- you
17 know, a little bit more formal. We had one meeting where there
18 was a much larger group, but I think we can have a -- a little
19 bit more informal session. So relax. We're going to ask you
20 when you come up to give us your name and spell your last name,
21 spell your last name phonetically, so the court reporter will
22 know which comment was made by which person.

23 And then just let us know how you feel. And those of
24 you who wish to comment, you see the staff in the back there,
25 you have to fill out a little comment form, a little form



1 saying that you want to speak to us. And then you can come
2 forward. And we're going to be calling those -- those names in
3 a few -- in just a moment here.

4 Okay. And before we start that, there's two other
5 items we have to have, of course, and one is that we're going
6 to swear in the witnesses. How many people have signed the
7 cards so far? Five? Okay. If the five witnesses would just
8 please stand. If you want to call the names.

9 MS. SAINZ: I'm going to call the names. Victor -- Victor
10 Duran, Fred Lane, Brian Villareal, Ron Mukai, Sylvia Vargas.
11 And if anyone would like to speak, please fill out a speaker
12 card and they are available out in the table.

13 HEARING EXAMINER: Okay. If the people we just called out
14 the names, if you'll just raise your right hand -- stand and
15 raise your right hand.

16 Do you, and each of you, swear or affirm under
17 penalty of perjury that the testimony you may give in this
18 matter now pending before this hearing examiner shall be the
19 truth, the whole truth, and nothing but the truth?

20 WITNESSES: Yes.

21 HEARING EXAMINER: Thank you.

22 Okay. And now we're going to all stand and face the
23 flag for the Pledge of Allegiance.

24 (Group recites Pledge of Allegiance.)

25 HEARING EXAMINER: Be seated.



1 Henry, do you feel you have the technical issues
2 resolved or do we need a moment? Do you need a -- oh, you're
3 fine. Okay. Yeah, he's indicating that he's okay on the
4 technical aspects, so we can come forward with the first
5 witness. And Carmen, will you call the name.

6 MS. SAINZ: Victor Duran, can you please come up.

7 HEARING EXAMINER: Just have a seat right here.

8 MR. DURAN: My name's Victor Duran.

9 HEARING EXAMINER: And could you spell your last name.

10 MR. DURAN: D-u-r-a-n.

11 HEARING EXAMINER: Thank you. Okay. You may go -- you
12 may go ahead.

13 MR. DURAN: I've been seeing these little pictures up here
14 where you see the building is real plain and then the
15 transformation on how it will look in the future. I have a
16 building here on 3rd Street, as I have a mechanic shop. And my
17 question is right now, where is this money going to come from?
18 Are you going to give us loans with low interest or are you
19 going to provide us with some kind of funds to make these
20 changes? Because I've been here since 1970, and my building is
21 old, like I am. So it looks like this little one here, real
22 plain, and I can see the transformation and it looks beautiful
23 and whatnot. But where is this money going to come from? Do
24 we have to get it out of our pockets or --

25 HEARING EXAMINER: Yeah, I'm going to let Mr. Mark Child



1 respond.

2 MR. DURAN: Okay.

3 MR. CHILD: Thank you, Mr. Duran. Actually, just to be
4 clear, tonight we're taking testimony on the -- the purpose of
5 the -- this particular part of the meeting is to take testimony
6 on the Environmental Impact Report. But I'm happy to answer
7 your question, but this wouldn't be a question you'll see
8 responded to in the report because it's not really addressed in
9 the report.

10 But basically the Development Code that's being
11 proposed here would apply to new construction. For example, if
12 you -- if you were to propose to demolish your existing
13 building and to develop a new building, it would be at that
14 time that this code would apply. It wouldn't apply to your
15 existing building. You would be under no obligation to meet
16 this code until you come in to develop something new. Does
17 that help you?

18 MR. DURAN: I see. Are you willing to buy property also?
19 Because if you're buying property to change, I'm willing to
20 sell.

21 MR. CHILD: Yeah, that -- that isn't something --

22 MR. DURAN: And retire.

23 MR. CHILD: -- that isn't something we have the capability
24 to do. But that -- that may be possible through other programs
25 in the future. But that isn't what's being proposed today.



1 MR. DURAN: I see.

2 MR. CHILD: Yeah.

3 MR. DURAN: That's all my questions.

4 MR. CHILD: Thank you.

5 MS. SAINZ: Thank you.

6 HEARING EXAMINER: Thank you. And the next speaker.

7 MS. SAINZ: The next speaker is Fred Lane.

8 HEARING EXAMINER: And if you spell your last name for the
9 record.

10 MR. LANE: Lane, L-a-n-e.

11 HEARING EXAMINER: Thank you.

12 MR. LANE: Well, Mr. Child answered one of my questions.

13 I was wondering if any preexisting building, if the effects of
14 the new standards would require, for example, Zone Enforcement
15 to come down and cite you for not being up to the current
16 standards. But what you've told me that any previously
17 building that's there will be fine of any of these forced new
18 impacted, I guess, zoning plans?

19 HEARING EXAMINER: And again, I'll let Mr. Child respond.

20 MR. CHILD: That's correct. So the -- this code would
21 only apply to something new that you were proposing. And it
22 would at the time you come in with plans for that, that we
23 would check it against this code.

24 MR. LANE: Okay. So any -- any building currently
25 permitted in the area is fine as it is.



1 MS. SAINZ: Let me just add. They have to be legally
2 established prior to this.

3 MR. LANE: Oh, yes.

4 MS. SAINZ: Are you referring to -- if your building was
5 legally established --

6 MR. LANE: Yes, of course.

7 MS. SAINZ: -- and is in compliance with current codes,
8 then this comes in. It doesn't apply until you build something
9 new.

10 MR. LANE: Okay. So one question -- my second one is on
11 this Environmental Impact Report with the traffic issue. I
12 didn't get to review it, so I don't know if it's been
13 addressed. I did speak to the lady who did the Environmental
14 Impact Report. We glimpsed through it.

15 But there's a severe, severe traffic problem on 3rd
16 Street as it is. Sometimes it will take you up to 30 minutes
17 to travel two blocks. So when we're talking about this new
18 form and adding these buildings to have them higher density,
19 what will that do to the traffic for certain areas? And I mean
20 most of the time, like I said, you can't travel down 3rd Street
21 in the rush hours. And it's getting worse as it may go. So
22 that's another thing.

23 And then one more thing is on the -- on the
24 grounding. I know they did a -- on the vibration report, I
25 would imagine there's one done, that would be currently done



1 again, with the train. I've noticed that on certain parts of
2 3rd Street there's actually sinkage already of the new
3 sidewalks and they've only been in place five years ago. So I
4 think we need to definitely do some type of ground checking, I
5 guess, what the vibration will do.

6 And the noise. The noise is still a little much on
7 the -- on the train. For instance, you can't hear an AM radio
8 if you drive down 3rd Street. If you do, you put on the AM,
9 570, which I listen to, or 640, which I like to listen to in
10 the morning, you can't hear. You have to basically turn off
11 your radio. So I don't know what type of environmental impact
12 that has, but I'm sure you guys will maybe find out if there's
13 any -- what type of radiation -- I don't know what might be
14 coming off of those -- the train things though. If you could
15 look at that also.

16 MR. CHILD: Okay. Thank you very much.

17 MS. SAINZ: Thank you.

18 MR. LANE: And one more thing. I see this greenage thing.
19 And I know in the last Environmental Impact Report we had in
20 which they were going to add trees and greenage, as it may be.
21 Unfortunately, down 3rd Street, you drive all up along, you'll
22 see all these tree stalls that have trees in them. Half of
23 them have dead trees and weeds. So another thing that needs to
24 be addressed, because I know we want to add greenage, but who's
25 going to be in charge of this greenage that we're adding and



1 what is it going to consist of? Because as it stands right
2 now, it's currently not working very good.

3 HEARING EXAMINER: Very good. Thank you.

4 MR. LANE: Thank you.

5 HEARING EXAMINER: And the next witness, Carmen.

6 MS. SAINZ: Brian Villareal.

7 MR. VILLARREAL: Hello. My name is Brian. My last name
8 is V, for Victor, -i-l-l-a-r-r-e-a-l. I live in East Los
9 Angeles. I've been here for 27 years. I do like this new
10 project. One thing I notice is keeping it up, maintenance.
11 Like I said, trees, we do have trees, like the guy mentioned
12 before me. Who's going to keep up with this? What about more
13 security? More police in the city. More people are going to
14 start coming to the city, so we need more police or someone to,
15 you know, for safety of everyone.

16 I want to say, the Metro, we do have the garden as
17 you exit the Metro. But now we have weeds. I did try to call.
18 I called Gloria Molina's office, spoke to Virginia. There's
19 nothing been done. In front of Kaiser, there's just trash all
20 over. So for me, this is going to be more -- more trash to our
21 city. So that's pretty much it.

22 HEARING EXAMINER: Thank you.

23 MS. SAINZ: Thank you.

24 HEARING EXAMINER: And the next witness, Carmen.

25 MS. SAINZ: Ron Mukai.



1 MR. MCKAY: Hi, folks. Ron Mukai, M-u-k-a-i. I'm a local
2 developer here in East L.A. My family's been here for a while,
3 for about three generations.

4 Anyways, a couple things on -- on the EIR. During
5 construction, one of the problems we had with the Gold Line --
6 and I've been involved in East L.A. since -- in the development
7 part since the mid '90s, so I learned from past mistakes.
8 During construction need adequate signage to let people know
9 that -- that the businesses are open. Because you tear up the
10 street, whether it's for good things or bad things, all the
11 businesses go away -- if they can't survive the year and a half
12 of construction, it doesn't matter what good things come in
13 because they go broke during the construction.

14 You need to have a real plan as far as when you do
15 the construction, how you do the construction, because if you
16 can do it at night, if you can do it on the times when they're
17 slow, and you're coordinating it with the businesses, you're
18 going to help them a lot more than, well, too bad, this is when
19 we're doing it, deal with it. Because I've seen a lot of
20 businesses die before they can reap the benefits of new
21 projects because they just can't survive the construction
22 phase.

23 Give them a real plan. You know, MTA, they came in
24 and they said, hey, we closed down your street for two years,
25 but we'll give you 5000 flyers. Well, that doesn't make them



1 whole. They still went broke. So really talk through it with
2 the business owners so that doesn't happen.

3 Again, hours of work is super important because
4 for -- for the retail guys, lunch crowd, you kill their
5 business between 11:00 and 2:00, they're dead. On lighting,
6 lighting's super important. And lighting goes hand in hand
7 with trees and signage because if you put these big, nice shady
8 trees, they block the lights and they block the signage.

9 So I would make the signs much bigger and be much
10 more flexible in where they can be and how they can look if you
11 have these big trees, because trees are great for people
12 walking underneath them. They kill the signage. You know, and
13 then you spend 8000 bucks on a big sign and a big tree grows in
14 front of it in three years, and you can't see the sign.

15 Also, on maintenance, you need to make sure you have
16 a really good maintenance contractor for the trees to keep them
17 nice and thinned out, because otherwise it looks like 1st
18 Street, and those trees are just a mess. And you can't see the
19 signage and, you know, there's bird poop all over everything.

20 And then also, for graffiti, make sure you have
21 enough money in your contract for graffiti, because when people
22 write all over everything and everybody blames everything
23 else -- Molina, by the way, has done a great job of removing
24 graffiti in unincorporated East L.A.

25 Taking the -- for parking. Parking's a huge problem,



1 as we all talk about. Take the County-owned lots and make them
2 parking lots. Great example would be right here across the
3 street, right next to this new medical clinic that's coming up.
4 That thing's been vacant since time began. And they always
5 talk about making it a parking lot. Please find the funds and
6 make these things parking lots because -- a great example is up
7 there on Ford and Cesar Chavez. They made those parking lots.
8 It really revitalized those businesses right along that
9 corridor, because people can actually use the parking.

10 But again, it can be theory or you guys can find the
11 funds and make it happen. If we can do parking structures, all
12 the better, because we have these big -- for example, in the
13 Civic Center, we have these big events. Guess where they park?
14 They park in my shopping center across the street. Do I have
15 the money to go pay somebody, you know, 15 bucks an hour to go
16 shoo everybody out of there? No, I don't. So then they
17 complain -- my tenants complain.

18 It's -- if you force the property owners to deal with
19 the enforcement issue, the way MTA has and the way other people
20 have, that's unfair. Because I don't have the resources to
21 shoo everybody out of my parking lot. And I can -- I mean, if
22 you want to ask me, I can point out every empty lot that's been
23 vacant for the last 30 years that you can make into a parking
24 lot.

25 Mixed use is one of those great words, but to make



1 sure that the commercial is actually commercial. One of -- one
2 of the failures is right here next door, that old Red Cross
3 building. They called it mixed use. What it is, is it's
4 affordable housing, low income housing, with a couple retail
5 units stuck in under there so they can call it mixed use. It's
6 not real mixed use. It does nobody any good -- and it's low
7 income housing.

8 I'm not -- I'm not opposed to low income housing. I
9 am opposed to low income housing on a commercial corridor
10 because there's only so many A-B quality lots in East L.A. that
11 you can use for retail. And if you put low income housing on
12 all of them, then you're going to have no retail and you're
13 going to have no tax base, and we're never going to be
14 self-sufficient.

15 So I would like to see some kind of local
16 accountability as to what is good commercial, what is good
17 mixed use. And I'm not saying emotional decisions. Just from
18 an aspect of, yes, an A or a B retailer would go in these
19 things, you know, and not whatever travel agency that takes up
20 300 square feet in that -- in that so-called commercial.

21 Protecting local developers from competing against
22 the big housing guys. You know, I bid on that -- that Red
23 Cross building. I got outbid by a million bucks. If you force
24 the local developer to compete against these affordable housing
25 guys that have gajillions of dollars, we will always lose. And



1 you guys will get C grade affordable housing with no
2 accountability. And I think that's a shame for East L.A.

3 You know, what I was telling Carmen is, it's in my
4 best interest if they build all affordable housing because then
5 my shopping center is the only shopping center. But it's not
6 just about me. It's about East L.A. as a whole. And if we're
7 going to have good retail along 3rd Street and we call it mixed
8 use, it better be good retail and not affordable housing masked
9 as mixed use just so they can build as many doors per possible
10 per acre and make their money.

11 So really think about that. And I know preferential
12 treatment is not one of those words the County likes to use,
13 but they need to do something because these outsiders will come
14 in to East L.A. and they'll take, take, take, and they won't
15 give anything, and we'll be left with whatever's left over.

16 And then we -- I would like to see in part of the EIR
17 is a clear path of direction for people to have questions on
18 specific pieces of property. For example, my corner in the
19 northwest corner of Mednik, MTA has promised me since -- since
20 before this project began that they were going to beautify my
21 corner. They did nothing. They broke every promise they made
22 to me.

23 So if we have this EIR and we have certain things
24 that are supposed to happen on certain streets, if we could
25 have one person that follows this whole process through that



1 we're accountable with, that we can say, hey, Joe, or, hey,
2 Sally, you know, this is going to happen on this street, how
3 can I make sure that happens? Because otherwise they'll just
4 keep passing the buck and at the end of the day, they got their
5 project built and there's nobody held responsible.

6 The MTA light rail is a great example of that. Every
7 promise they broke to me, I can point to the person that made
8 that promise to me, but then their phase is over, they're gone,
9 and -- and -- and I got nothing to show for it. And I can -- I
10 can name, you know, 20 other people in this room that had the
11 same thing happen to them.

12 So that's my time. Thank you.

13 MS. SAINZ: Thank you.

14 HEARING EXAMINER: And the next speaker.

15 MS. SAINZ: Sylvia Vargas.

16 MS. VARGAS: Good evening, everyone. My name is Sylvia
17 Vargas. Last name is spelled V-a-r -- who's taking it?
18 V-a-r-g-a-s. Okay. All right. I see him now.

19 I come -- I'm speaking as -- I know a lot of people
20 who are speaking are business owners. I'm not. I'm just a
21 mother in the community. So I'm going to -- I'm not -- I'm not
22 going to talk about all the business stuff, but I do agree with
23 the gentleman who just spoke. I will totally agree with him.
24 The Mercadito -- I don't know if you guys know the Mercadito,
25 but they sell the best gorditas. You guys need to go down



1 there.

2 And the -- I want to speak about the environmental
3 report, the EIR. Now, first of all, I want to say that, in
4 order to make any kind of -- any kind of decision, you've got
5 to give people time to read it, to understand it. This is the
6 first time I'm looking at this and I'm hearing about this
7 report. The only reason I'm here is because I saw Gloria
8 Molina's invitation on Facebook. Okay. So, you know, that
9 kind of like bothers me. You know, it's like, oh, okay, we
10 want to hear what you guys have -- about what?

11 You know. It's like -- it's the first time we're
12 hearing it. Give us time to, you know -- to understand it.
13 And then let us discuss it as a group. You know, after that,
14 you know, then we'll offer what we think. We'll give it to
15 you. We'll give you our opinion as a -- as a whole -- as a
16 collective body. But you've got to give us time. You -- we've
17 got to understand it.

18 I mean, those analysts are good and everything, but
19 we're the ones living here. I'm the one on 3rd Street, like he
20 said. I drive around all East L.A., you know. So this is --
21 this is very difficult because I have no -- I'm not educated.
22 That's what we need. We need to be informed of all the topics,
23 hear both sides, and then make an educated decision. And then
24 let us say what we think.

25 I think there are -- these things -- I love that last



1 picture right there. I love it. I mean, it's so -- I could
2 see that. But the -- the trash. You know, come in the morning
3 after a weekend. Drive down Cesar Chavez. Look at all the
4 people who have businesses and they're picking up the trash
5 from the cantinas, from the bars. You know, people -- you
6 know, the trash is bad. You know, down Cesar Chavez. You
7 know, all these streets. 1st Street, it's dead. You know, 1st
8 Street Market closed. The big store. It's dead.

9 You know, so I think that, as far environment is,
10 change is good. You know, change is good. I'm going to say
11 that. Change is good. But the right change at the right time.
12 And I love everything that Gloria Molina's been doing. This
13 park is my favorite park. And so thank you, guys, for your
14 time, your hard work. I really appreciate, you know,
15 everything you guys all do, especially him. No. Court
16 reporter, who has no name. Just kidding. But anyway, thank
17 you.

18 MS. SAINZ: Thank you.

19 HEARING EXAMINER: Mr. Child, yeah.

20 MR. CHILD: We're happy to include anyone or -- to get
21 involved in any particular group that you would want to suggest
22 to us to get the word out there. We have -- we have had
23 community meetings. We've been -- we've been having events on
24 this. But that -- we always --

25 MS. VARGAS: Where?



1 MR. CHILD: -- yeah --

2 MS. VARGAS: When?

3 MR. CHILD: -- I was going to say, if you have --

4 MS. VARGAS: Who?

5 MR. CHILD: -- any suggestions, let us know.

6 MS. VARGAS: I don't mean to -- I don't mean to be rude,

7 but no, all those things are coming up. You know, it's like,

8 where? Quien? Cuando? Como? Who? You know, tell us, you

9 know.

10 MR. CHILD: No, I do understand. So -- I'm sorry. This

11 was off.

12 MS. VARGAS: Thank you.

13 MR. CHILD: But if you can let us know, give us

14 suggestions, we're happy to go out and help you understand what

15 this is all about and to get further input from you. And then

16 also please be aware that the comment period for this

17 Environmental Impact Report is -- it's not just today that you

18 have the chance to do that. The comment period remains open

19 until the end of the month.

20 MS. VARGAS: Okay.

21 MR. CHILD: Yeah.

22 MS. VARGAS: Okay. So I have time.

23 HEARING EXAMINER: And Carmen, do you have her contact

24 information on that speaker card?

25 MS. SAINZ: Yes, I have an address and a phone number.



1 MS. VARGAS: The -- the thing I -- can I make a
2 suggestion?

3 HEARING EXAMINER: Is that -- is that where we should send
4 notices to?

5 MS. VARGAS: Yeah, that's -- yes, definitely.

6 HEARING EXAMINER: So you could be put on the next list.

7 MS. VARGAS: Okay. Can I -- we're all here. I don't know
8 how everybody got contacted here, but I'm sure everybody got
9 contacted in different ways. So I would start here with
10 these -- everybody here. Everybody who's here. How did you
11 get contacted? Who -- you know, where did you hear? And
12 see -- that's the way. Because we all got contacted different
13 ways.

14 MR. CHILD: Sure.

15 MS. VARGAS: Not everybody -- I'm sure not everybody got
16 contacted on Facebook like me. Right?

17 MR. CHILD: Right. No, I appreciate that. So if there is
18 any other suggestions from the audience about how -- groups
19 that we should be involved with, please let us know and we'll
20 be happy to -- to look into that.

21 MS. VARGAS: I think you got your first group right here.

22 MS. SAINZ: We also have a website where you can submit
23 your comments. We have a phone number, fax machine. So we
24 have more information on the tables if you're interested.

25 The next speaker is Erendira Bernal.



1 HEARING EXAMINER: Please come forward and spell your last
2 name.

3 MS. BERNAL: Good afternoon. My last name is spelled
4 B-e-r-n-a-l. I wanted to start my testimony with just a
5 question, just so that we can have a response on record. And
6 that is if there's a possibility for an extension to review the
7 EIR. Like a lot of people that I spoke with today, I just
8 found out about this project. And I'm a community artist and
9 activist and business owner, so there were a lot of
10 opportunities for me to be informed and I was not. And, again,
11 thank you to Gloria Molina's post on Facebook. I'm here.

12 So therefore, I have not had an opportunity to review
13 the EIR, including the ecological and health impacts that this
14 project will have on my community, our community. But based on
15 Mr. Mark Child's five-minute presentation, these are some of
16 the things that came up for me.

17 First and foremost, I don't know if when I read it
18 I'll be more informed, but what comes to mind is whether there
19 will be a requirement for new constructions to be created with
20 lead certification so that the environment here in East L.A. is
21 at the forefront.

22 Also, whether the architectural impact and aesthetic
23 impact will be in integrity with the cultural heritage of
24 this -- heritages of this community because we are diverse.

25 Also, back to, actually, my first comment and the



1 question is, are there multilingual translations of the
2 Environmental Impact Report because there are, I think, about
3 at least six languages spoken in our community. So that's one
4 aspect.

5 The next -- the next aspect is again relating to
6 Mr. Childs' presentation in regard to the master sign program
7 and the sign standards. My concern is whether there will be --
8 there will be cultural compatibility which -- which will
9 support our community's mental health. There has been a lot of
10 studies done in which it is proven that when your culture is
11 reflected then your mental health is at a better state.

12 So sometimes these generic signs are not helpful for
13 our communities and sometimes not even the businesses. And I'm
14 concerned that if you want to have a creative sign then you
15 will have to apply for a permit, so it will make it more
16 challenging for the creative people of our community to have
17 signage.

18 On the other hand, this could be a wonderful
19 opportunity to create jobs for local artists while maintaining
20 the aesthetic integrity of our community.

21 The next subject is about strategies. And I would
22 like to know, what is the strategy for supporting existing
23 local businesses and organizations? How will this project
24 ensure the sustainability of local businesses, existing and new
25 ones? And how will it create more opportunities for new local



1 businesses instead of opening the doors for predatory
2 corporations through the zoning changes?

3 So those are the things that came up for me just from
4 hearing the presentation today. Thank you for your time.

5 HEARING EXAMINER: Thank you. And do we have any more?

6 MS. SAINZ: No.

7 HEARING EXAMINER: Okay. That's the last -- that's the
8 last speaker. And so we normally would conclude the -- the
9 meeting at this point. But I'm going to ask Mr. Child to
10 respond to a couple of the comments that were made. First of
11 all, this is Mr. Child. Mr. Phillips is at the end. I think
12 you were confused.

13 MR. BERNAL: I'm sorry.

14 MR. CHILD: I think some of the questions that you asked
15 are probably best answered through the Environmental Impact
16 Report and those -- in fact, all your questions, of course,
17 will be -- will be responded to in the report. But there are
18 some -- some that we could probably answer here because they're
19 simple.

20 In terms of the lead certification, that's handled at
21 the building permit stage and building -- this process would
22 set up a development code so that they -- a potential developer
23 would come in, they would receive zoning approval for their --
24 for their project, but it would then be the zoning -- the
25 building permit stage that it would go through to Building and



1 Safety and they would be the -- that would be the point at
2 which it would have to comply with Building Code, which does
3 require lead certification as a voluntary measure.

4 So I think we can -- we can give you those details
5 through the response to comments as well. I did -- I guess one
6 of -- maybe it may have been clearer to others, but the
7 question that you had regarding sign standards and cultural --
8 the cultural compatibility of signs, I'm not quite sure --
9 would we know how to handle that or would we need any more
10 information to be able to handle that? Maybe if you could be a
11 little bit more specific on that question. Is there a certain
12 type -- you mean painted signs versus placard signs or signs
13 that include a certain type of art?

14 Would you mind coming back up?

15 HEARING EXAMINER: You have to come back up to the mic.
16 Yeah.

17 MS. BERNAL: From what I understood of the presentation,
18 there is a master sign program component that would include
19 sign standards. Right? So that, to me, I interpret that as a
20 cookie cutter sign program. And that is not helpful to our
21 community's mental health.

22 MR. CHILD: Oh, I see. Okay. Maybe if we could explain a
23 little what the sign -- I mean, obviously, this is the -- we're
24 probably going a little bit beyond what would be in the
25 response in the comments here, but just to give you this



1 explanation.

2 MR. ESTES: The proposed sign standards, there's actually,
3 I think, three elements with the sign standards. There will be
4 certain sign types that are allowed by right. So if a business
5 wanted to put a wall sign up, an awning sign, or a projecting
6 sign, there are certain standards for those type of signs, the
7 location, the size, the number of signs.

8 There -- what you're referring to, there are two
9 other provisions. One is -- one that we're proposing is called
10 a creative sign permit. So that actually grants a lot of
11 flexibility to a business that wants to propose something that
12 is different from the sign standards that may be larger or
13 artistically designed, that may be more suitable for their
14 business.

15 We do have a handout of the proposed sign standards
16 in the back so, I mean, one example that I -- that I've seen
17 is, you know, a shoe repair shop where they have a shoe
18 shaped -- you know, the sign is shaped in a shoe and it's a
19 neon sign. You know, it's artistically designed, really
20 communicates the message clearly and simply. You see the shoe.
21 You know it's a shoe repair shop. So that's -- that's one --
22 one provision.

23 The master sign program is actually focused more for
24 multitenant sites where there -- you know, there are four or
25 more tenants, and the goal with that is to allow multitenant



1 properties' individual tenants to advertise their business
2 while also providing more of a unified cohesive appearance for
3 that one single project. But not -- not applying a master sign
4 program to the entire area, but just for an individual property
5 with multiple signs.

6 MS. BERNAL: And is there an opportunity for a provision
7 that would include like a roster of artists that people that
8 would like a creative sign that fills out the permit, that they
9 can choose from to provide more work opportunities for artists?

10 HEARING EXAMINER: Okay. I just want to mention here, for
11 the record, for the court reporter's benefit, it's Mr. Estes
12 that is responding.

13 MS. BERNAL: Yes.

14 HEARING EXAMINER: Proceed.

15 MR. CHILD: Well, I think one of the things, if I may --
16 this is Mark Child. The -- the content of the sign is usually
17 not what we regulate. We regulate the size, the placement. So
18 there will be no restriction on -- and we wouldn't be a part of
19 contracting for the content. That would be up to the person
20 who runs the business to do that.

21 I mean, what -- what Mr. Estes explained, I think our
22 intention or what the proposal in this Development Code is
23 to -- to make the sign program more flexible for East Los
24 Angeles. If, as you look through this, or as any of you look
25 through this, if you see areas where that isn't the case and



1 you'd like to suggest change, we're welcome to hear that. But
2 our starting place has been to make the sign program more
3 flexible so that it does actually account for the needs in this
4 community as opposed to applying the countywide standards that
5 admittedly don't -- culturally may not be that useful here.
6 But the -- the actual content and who provides the -- if it's a
7 painted sign or if it's any sort of sign, we wouldn't -- we
8 wouldn't specify who that has to be. That's not the role that
9 we play in this.

10 MS. BERNAL: I understand what you're saying, that you
11 would not be able -- what I'm understanding is that you would
12 not be able to dictate who creates a sign and how they create
13 it.

14 MR. CHILD: That's right.

15 MS. BERNAL: That's not what I was referring to.

16 MR. CHILD: Oh, okay.

17 MS. BERNAL: Maybe I did not communicate well. I was
18 conflating two different objectives for the project. One is --
19 would include the signage, right, to create the signage
20 standards. And the other one is to create more jobs. And so
21 it would be really helpful for local community artists if they
22 had more of visibility with developers and local businesses or
23 residents, whoever needed a sign, and this project could be
24 helpful for that. It could help artists obtain more jobs and
25 that's what I was referring to.



1 So maybe it could be some kind of attachment to the
2 creative permit process where these -- it would a list. It
3 would sort of be like in the way that the County also offers a
4 list of people that are certified to do some kind of
5 contracting job, which they do provide those lists. It would
6 be a similar list, but it would be a roster of local artists.
7 So that's what I was speaking to.

8 MR. CHILD: Okay. We can certainly look into that. Then
9 also, just so you know, this -- any information we gather here
10 that might be relevant to another department, we can pass that
11 information along to them too, because there may be other
12 programs that may be the place for something like that to work,
13 but we can certainly give it some thought.

14 MS. BERNAL: Thank you. I appreciate that.

15 MR. CHILD: Thank you.

16 HEARING EXAMINER: And we do have, now, one more speaker.
17 And by the way, if anybody else wants to fill out a card, it's
18 not too late. So just see the staff here in the back and fill
19 out the speaker sheet.

20 Kristie Hernandez.

21 MS. HERNANDEZ: Hi, good evening. Kristie Hernandez, a
22 resident and homeowner in unincorporated East Los Angeles.

23 HEARING EXAMINER: And if you'll just spell your last name
24 for the record.

25 MS. HERNANDEZ: Sure.



1 That's Hernandez, H-e-r-n-a-n-d-e-z.

2 I apologize for coming in a few minutes late so I
3 didn't get to hear your presentation. And personally, I would
4 like to continue to do a little bit more research and read
5 through more of the actual planning of the 3rd Street Specific
6 Plan.

7 But I will say that I have been involved in other
8 committees, such as the Metro Community Advisory Committee, to
9 look at more options for walkability, bikeability. And I'd
10 just like to go ahead and give my two cents to caution about
11 some of the things that I noticed from that group and that I
12 see from what I've read so far as far as making this plan also
13 very, you know, pedestrian friendly and whatnot.

14 And one of my concerns is the widening of some of
15 these sidewalks. There have been -- on like Cesar Chavez, for
16 instance, we've seen some of the -- two lanes narrowed down to
17 one. And I feel that if we widen some of these sidewalks --
18 again, I'm not sure how that might be integrated and I will be
19 honest, but again, just want to caution to that. I don't want
20 to see more of our streets being narrowed.

21 3rd Street was one of our most beautiful streets.
22 And you talk to residents, they will say they were very happy
23 with the fact that you could just drive down this beautiful
24 street that was wide and open, and now they don't have that
25 anymore. And if you notice in the community, we're having less



1 and less of, you know, that -- that open street space.

2 So -- and the reason that I caution against that are
3 a few. One, more traffic congestion. And again, I haven't
4 looked at the EIR. I will be honest about that. There's so
5 much going on in East L.A. to be -- you know, have your hands
6 in so many different projects. But the other is also for
7 emergency vehicles. You know, I want to avoid -- we couldn't
8 avoid some of the poor planning that took place.

9 And an example of that is the sheriff's station where
10 the actual vehicles can't come in and out of their actual
11 station. So for future planning, again, emergency vehicles, if
12 you have that one lane and you have the Metro, and we're
13 talking specifically about 3rd Street, then I think -- and I
14 feel that poses some -- just delay when you talk about, you
15 know, getting folks -- or our emergency vehicles, their call
16 times.

17 The other thing, too, is when we talk -- I want to
18 echo so much of what Ron Mukai and others have said, one being
19 parking as well, because I know we want to promote bikeability.
20 Sometimes that might also impinge on our parking space and that
21 is a huge issue in East Los Angeles. So I know we want to,
22 again, promote, you know, using the Gold Line Metro, but at the
23 end of the day, some of us have to come back and park our cars
24 somewhere. And I want to be honest about that.

25 And again, traffic -- I do see that mixed use is very



1 frequent from what I read too, so again I want to echo what Ron
2 Mukai also mentioned, that let's be very careful about how we
3 use that and that we're actually -- you know, we don't continue
4 with any further poor planning because we really want to see
5 this community thrive. And other than the businesses that have
6 already come up here to be able to portray and their concerns,
7 there's also residents as well and I understand that.

8 So I guess those were just some of the main things,
9 like I said. I know we have more time and I will make sure
10 that if I have any other concerns specifically related to the
11 plan, that I will, you know, be able to take the time to turn
12 those in.

13 HEARING EXAMINER: As we mentioned earlier, you still have
14 until June 30th to comment. You can send in written comments.

15 MS. HERNANDEZ: Right.

16 HEARING EXAMINER: And Mark can give you the address.

17 MS. HERNANDEZ: Okay.

18 MR. CHILD: Thanks very much. Could -- actually, for you
19 and for any of the other folks that testified that we didn't
20 swear in originally, could -- would you mind just -- we need to
21 swear each of you in for our record.

22 HEARING EXAMINER: Okay.

23 MR. CHILD: So if you wouldn't mind just --

24 HEARING EXAMINER: I believe she's the one that wasn't
25 sworn in.



1 MR. CHILD: Just the one? I think there were two.

2 HEARING EXAMINER: Hernandez.

3 MR. CHILD: Okay. I'm sorry. So if you wouldn't mind.

4 HEARING EXAMINER: Okay. We'll do this. Please raise
5 your right hand.

6 Do you swear or affirm under penalty of perjury the
7 testimony you just gave us that was pending before the hearing
8 officer here, shall be the truth, the whole truth, and nothing
9 but the truth, for each of you?

10 Thank you.

11 MS. SAINZ: The next speaker is Omeatl Tonatiuh.

12 MR. CHILD: I don't know if he got sworn in actually.

13 HEARING EXAMINER: Huh?

14 MR. CHILD: I don't think this guy was sworn in.

15 HEARING EXAMINER: No, he wasn't.

16 And were you sworn in, sir? Okay. Yeah. We'll have
17 to go -- please raise your right hand.

18 And do you swear or affirm under penalty of perjury
19 that the testimony you will give in this matter now pending
20 before the hearing examiner shall be the truth, the whole
21 truth, and nothing but the truth?

22 MR. TONATIUH: I do.

23 HEARING EXAMINER: Okay. And just spell your last name.

24 MR. TONATIUH: T-o-n-a-t-i-u-h.

25 I've lived in this community since I was five years



1 old. And I'd like to say I saw this map, as far as the
2 environmental report, and it says open space and the green area
3 and 75 percent of that is cemetery.

4 So I want to know in terms of green spaces and
5 availability on top of what we have here and across the street,
6 on the environmental and what is being done to provide more
7 green spaces, spaces for community gardens, more activities for
8 people in open spaces because I don't think we're going to be
9 going and riding our bicycles at the cemeteries. Thank you.

10 MR. CHILD: Thank you very much.

11 HEARING EXAMINER: Is there anyone else who wishes to
12 testify? It's not too late to come forward and fill out a
13 card.

14 Okay. Does staff have any concluding comments?
15 Mr. Phillip Estes or Mark Child?

16 MR. CHILD: So, again -- oh, excuse me. As I mentioned
17 before, thank you very much for coming. We are here for a
18 little while longer. So if you think of other questions and
19 you'd prefer to speak to us one on one, please feel free to do
20 so. We have folks over here on this side of the room. We're
21 also available up here.

22 If you think of comments that you'd like to -- well,
23 first of all, if you'd like to give us anything today, we have
24 comment cards at the door. If there are other -- if, after you
25 leave, you think of something, please feel free to contact us.



1 We can provide you with our contact information.

2 We have a project website that we can also send you
3 to that will give you information on that. And from that
4 website, you can also send us email. So there's lots of ways
5 if you, later on, think of something that you didn't say or
6 want to say today. Please, don't hesitate to contact us. We
7 are -- this process is open and we are -- we'd like to hear
8 from you.

9 We have a hearing scheduled in about a -- is it
10 July -- July 23rd. That will be at the Regional Planning
11 Commission. That hearing is held downtown. So if you -- if
12 you would like to stay here but watch the hearing, you can do
13 so through live streaming. But if you want to comment on that
14 hearing or comment so that it's considered at the hearing, you
15 can send that comment into us at any time and we'll make sure
16 that gets to the -- the Planning Commission.

17 So I think that concludes what we have here. As I
18 say, we'll be around after this. So if you'd like to chat with
19 us or ask some more questions one on one, please -- please do
20 that. Thank you again for coming.

21 HEARING EXAMINER: Any -- under provisions of state law,
22 any public comment? Okay. Seeing none, close the hearing.

23 (Conclusion of Hearing.)

24 -o0o-

25



TRANSCRIPTIONIST'S CERTIFICATE

I, Lee Miller, do hereby certify:

That the foregoing digitally recorded proceeding was received and transcribed into typewriting under my direction and supervision;

And I hereby certify that the foregoing transcript is a full, true and correct transcript of the audiotaped recording given to me.

I further certify that I am neither counsel for nor related to any party to said action, nor otherwise interested in the outcome thereof.

In witness thereof, I have hereunto subscribed my name this 23rd day of June, 2014.

A handwritten signature in cursive script that reads "Lee Miller". The signature is written in dark ink and is positioned above a horizontal line.

LEE MILLER



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ATTACHMENT F

Notices and Legal Advertisements of Public Hearings

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L.A. CO REGIONAL PLANNING
320 W TEMPLE ST, RM 1361
LOS ANGELES, CA - 90012

PROOF OF PUBLICATION

(2015.5 C.C.P.)

State of California)
County of LOS ANGELES) ss

Notice Type: GPN - GOVT PUBLIC NOTICE

Ad Description:

R2008-02449-(1)

I am a citizen of the United States and a resident of the State of California; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer and publisher of the EAST L.A. TRIBUNE, a newspaper published in the English language in the city of N/A, and adjudged a newspaper of general circulation as defined by the laws of the State of California by the Superior Court of the County of LOS ANGELES, State of California, under date of 07/27/1931, Case No. 323832. That the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

05/08/2014

Executed on: 05/08/2014
At Los Angeles, California

I certify (or declare) under penalty of perjury that the foregoing is true and correct.



Signature

This space for filing stamp only

NWA#: 2618756

COUNTY OF LOS ANGELES DEPARTMENT
OF REGIONAL PLANNING
COMBINED NOTICE OF AVAILABILITY OF
DRAFT ENVIRONMENTAL IMPACT REPORT
(DEIR)
AND PUBLIC HEARINGS
PUBLIC HEARINGS:

Hearing Examiner
Thursday, June 12, 2014, 6:30 p.m.
Community Room, East Los Angeles Public
Library
4837 E. 3rd St., East Los Angeles, CA 90022
Regional Planning Commission
Wednesday, July 23, 2014, 9:00 a.m.
Hearing Room 150, Hall of Records
320 W. Temple St., Los Angeles, CA 90012
PROJECT TITLE: East Los Angeles 3rd Street
Specific Plan.
PROJECT SPONSOR: County of Los Angeles.
PROJECT NO. R2008-02449-(1); Advance
Planning 200800012; Plan Amendment
201400003; Specific Plan 201400001; Zone
Change 201400005; Environmental Assessment
201400076.

PROJECT AREA: The project site is located in the unincorporated community of East Los Angeles. The project site consists of approximately 2 square miles and extends approximately one-mile to the north and south of the Metro Gold Line. It is generally bounded by Cesar Chavez Ave. on the north, Indiana St. on the west, Hubbard and Sixth Sts. on the south, and Margaret Ave. and Atlantic Blvd. on the east.

BRIEF DESCRIPTION OF PROJECT: The proposed project includes the adoption of a Specific Plan for the project area, which would be designated for mixed uses along the main corridors (3rd St., 1st St., Cesar Chavez Ave., Atlantic Blvd., Beverly Blvd.) and residential uses in the surrounding neighborhoods. The Specific Plan would implement a form-based code to shape future development in the project area, with primary emphasis on the physical form and character of new development. The DEIR and the Draft 3rd Street Specific Plan is available for public review on the project website (<http://planning.lacounty.gov/ela>) or at the Regional Planning Department address below.

ENVIRONMENTAL REVIEW: Based on a preliminary review of the project, it was determined that the project may have a significant impacts on the environment. The County of Los Angeles, acting in the capacity of lead agency under the California Environmental Quality Act ("CEQA") and the County Environmental Document Reporting Procedures and Guidelines, Chapter III, Section 304, has filed a Notice of Completion of a DEIR with the State Clearinghouse for the project. The DEIR has been prepared in accordance with, and pursuant to, CEQA, Public Resources Code Sections 21000-21189.3, and the "Guidelines for California Environmental Quality Act" (State CEQA Guidelines), California Code of Regulations, Title 14, Chapter 3, Sections 15000-1538. The formal 45 day public review period of the DEIR is from May 15, 2014 to June 28, 2014.

DEIR and project materials are available for review between 7:30 a.m. to 5:30 p.m., Monday through Thursday at Department of Regional Planning, 320 W. Temple St., Los Angeles, CA 90012, phone (213) 974-6425, fax (213) 626-0434, online at planning.lacounty.gov/ela, and at the East Los Angeles Library, 4837 E. Third St., Los Angeles, CA 90022. Written comments or inquiries may be directed to thirdstplan@planning.lacounty.gov or mailed to the Department of Regional Planning. If you require reasonable accommodations or auxiliary aids, contact the ADA (Americans with Disabilities Act) Coordinator at (213) 974-6488 (Voice) or



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STATE OF CALIFORNIA

I am a citizen of the United States and a resident of the county aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of La Opinión a newspaper of general circulation, printed and published daily in the city of Los Angeles, County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the date of July 28, 1969, Case Number: 950176; that the notice, of which the annexed is a printed copy, has been published in each regular and not in any supplement thereof on the following dates, to-wit:

May 8

all in the year 20 14

I certified (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

8 day of May, 20 14

Rosa Benner

Signature

This space is for

Proof of publica

DEPARTAMENTO DE
PLANIFICACIÓN
REGIONAL DEL
CONDADO DE LOS
ANGELES
AVISO COMBINADO DE
DISPONIBILIDAD DEL
PROYECTO DE REPORTE
DE IMPACTO AMBIENTAL
(DEIR, por sus siglas en
Inglés) Y AUDIENCIAS
PÚBLICAS
AUDIENCIAS PÚBLICAS:
Examinador de la
Audencia
Jueves 12 de junio de
2014, 6:30 p.m.
Salón Comunitario,
Biblioteca Pública East
Los Angeles
4837 E. 3rd St., East Los
Angeles, CA 90022
Comisión de Planificación
Regional
Miércoles 23 de julio de
2014, 9:00 a.m.
Sala de Audiencia 150,
Salón de Registros
820 W. Temple St., Los
Angeles, CA 90012
TÍTULO DEL PROYECTO:
Plan Específico 3rd
Street East Los Angeles.
PATROCINADOR DEL
PROYECTO: Condado de
Los Angeles.
PROYECTO N.º:
R2008-02449-14; Planifi-
cación Anticipada a
200800012; Enmienda al
Plan 201400008; Plan
Específico 201400001;
Cambio de Zona
201400005; Evaluación
Ambiental 201400076.
ÁREA DEL PROYECTO: El
sitio del Proyecto está
ubicado en la comuni-
dad no incorporada de
East Los Angeles. El sitio
del proyecto consiste de
aproximadamente 2
millas cuadradas y se
extiende aproximada-
mente una milla al norte
y al sur de Metro Gold
Line. Esto es general-
mente limitado por César
Chávez Ave. en el norte,
Indiana St. en el oeste,
Hubbard y Sixth Sts. en
el sur, y Margaret Ave. y
Atlantic Blvd. en el este.
BREVE DESCRIPCIÓN DEL
PROYECTO: El proyecto
propuesto incluye la
adopción de un Plan
Específico para el área
del proyecto, que sería
designado para usos
mitos a lo largo de los
corredores principales
(3rd St., 1st St., César
Chávez Ave., Atlantic
Blvd., Beverly Blvd.) y
usos residenciales en los
barrios circundantes. El
Plan Específico imple-
mentaría un código
basado en la forma de
ajustar el desarrollo
futuro de la zona del
Proyecto, con énfasis
principal en la forma
física y el carácter de los
nuevos desarrollos. El
DEIR y el Proyecto de
Plan Específico de 3rd
Street está disponible
para revisión pública en
el sitio web del proyecto
(http://planning.lacounty.
gov/ela) o en la direc-
ción del Departamento
de Planificación Regio-
nal que se menciona
más abajo.
REVISIÓN AMBIENTAL: En
base a una revisión pre-
liminar del proyecto, este
determine que el pro-
yecto puede tener
impactos significativos
en el medio ambiente. El
Condado de Los Ange-
les, actuando en calidad
de organismo rector bajo
la Ley de Calidad
Ambiental de California
("CEQA", por sus siglas
en inglés) y el Reporte
de Procedimientos y
Lineamientos del Docu-

mento Ambiental del
Condado, Capítulo III,
Sección 304, ha presen-
tado un Aviso de Termi-
nación de un DEIR con el
Centro de Información
Estatal para el proyecto.
El DEIR se ha preparado
de acuerdo y de con-
formidad con, CEQA,
Código de Recursos
Públicos Secciones
21000-21189.3, y los
Lineamientos de la Ley
de Calidad Ambiental de
California (Lineamientos
de CEQA del Estado),
Código de Regulaciones
de California, Título 14,
Capítulo 3, Secciones
15000-1538. El periodo
de revisión pública for-
mal de 45 días del DEIR
es del 15 de mayo de
2014 al 29 de junio de
2014. El DEIR y los
materiales del proyecto
están disponibles para
revisión entre las 7:30
a.m. a 5:30 p.m., de
lunes a jueves, en el
Departamento de Planifi-
cación Regional, 320 W.
Temple St., Los Angeles,
CA 90012, teléfono (213)
974-6425, fax (213)
626-0434, en línea en
planning.lacounty.gov/el
a, y en la Biblioteca East
Los Angeles, 4837 E.
Third St., Los Angeles,
CA 90022. Comentarios
escritos o preguntas
pueden ser dirigidos a
thirdstplan@planning.lac
ounty.gov o enviarse por
correo al Departamento
de Planificación Regio-
nal. Si requiere de arre-
glos necesarios o servi-
cios de ayuda especial,
comuníquese con Esta-
dounidenses con Discapa-
cidad (ADA por sus siglas
en inglés) al telé-
fono 213-974-6488 (Voz)
o al 213-617-2292 (TDD)
por lo menos tres días
hábiles antes de la publi-
cación.
5/5/14
CNS-2618757#
LA OPINION

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COUNTY OF LOS ANGELES DEPARTMENT OF REGIONAL PLANNING

**COMBINED NOTICE OF AVAILABILITY OF DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)
AND PUBLIC HEARINGS**

PUBLIC	Thursday, June 12, 2014, 6:30 p.m.	Wednesday, July, 23, 2014, 9:00 a.m.
HEARINGS:	Hearing Examiner	Regional Planning Commission
	Community Room, East Los Angeles Public Library	Hearing Room 150, Hall of Records
	4837 E. 3rd St., East Los Angeles, CA 90022	320 W. Temple St., Los Angeles, CA 90012

PROJECT TITLE: East Los Angeles 3rd Street Specific Plan.

PROJECT SPONSOR: County of Los Angeles.

PROJECT NO. R2008-02449-(1): Advance Planning 200800012; Plan Amendment 201400003; Specific Plan 201400001; Zone Change 201400005; Environmental Assessment 201400076.

PROJECT AREA: The project site is located in the unincorporated community of East Los Angeles. The project site consists of approximately 2 square miles and extends approximately one-mile to the north and south of the Metro Gold Line. It is generally bounded by César E. Chávez Ave. on the north, Indiana St. on the west, Hubbard and Sixth Sts. on the south, and Margaret Ave. and Atlantic Blvd. on the east.

BRIEF DESCRIPTION OF PROJECT: The proposed project includes the adoption of a Specific Plan for the project area, which would be designated for mixed uses along the main corridors (3rd St., 1st St., César E. Chávez Ave., Atlantic Blvd., Beverly Blvd.) and residential uses in the surrounding neighborhoods. The Specific Plan would implement a form-based code to shape future development in the project area, with primary emphasis on the physical form and character of new development. The DEIR and the Draft 3rd Street Specific Plan is available for public review on the County's website (<http://planning.lacounty.gov/ela>) or at the Regional Planning Department address below.

ENVIRONMENTAL REVIEW: Based on a preliminary review of the project, it was determined that the project may have significant impact on the environment. The County of Los Angeles, acting in the capacity of lead agency under the California Environmental Quality Act ("CEQA") and the County Environmental Document Reporting Procedures and Guidelines, Chapter III, Section 304, has filed a Notice of Completion of a DEIR with the State Clearinghouse for the project. The DEIR has been prepared in accordance with, and pursuant to, CEQA, Public Resources Code Sections 21000-21189.3, and the "Guidelines for California Environmental Quality Act" (State CEQA Guidelines), California Code of Regulations, Title 14, Chapter 3, Sections 15000-1538. The formal 45 day public review period of the DEIR is from **May 15, 2014 to June 29, 2014**.

DEIR and project materials are available for review between 7:30 a.m. to 5:30 p.m., Monday through Thursday at Department of Regional Planning, 320 W. Temple St., Los Angeles, CA 90012, phone (213) 974-6425, fax (213) 626-0434, online at <http://planning.lacounty.gov/ela>, and at the East Los Angeles Library, 4837 E. Third St., Los Angeles, CA 90022. Written comments or inquiries may be directed to thirdstplan@planning.lacounty.gov or mailed to the Department of Regional Planning. If you require reasonable accommodations or auxiliary aids, contact the ADA (Americans with Disabilities Act) Coordinator at (213) 974-6488 (Voice) or (213) 617-2292 (TDD), with at least three business days notice.

CONDADO DE LOS ANGELES, DEPARTMENT DE PLANIFICACION REGIONAL

NOTIFICACION DE LA DISPONIBILIDAD DEL PROYECTO INFORME DE IMPACTO AMBIENTAL (DEIR) Y DE AUDIENCIAS PÚBLICAS

AUDIENCIAS PÚBLICAS: jueves, 12 de junio, 2014, 6:30 p.m.
Audiencia Examinadora
Sala Comunidad, en la Biblioteca Pública del
Este de Los Angeles
4837 E. 3rd St., East Los Angeles, CA 90022

miércoles, 23 de julio, 2014, 9:00 a.m.
Comisión de Planificación Regional
150 sala de audiencia, la Sala de
Registros, 320 W. Temple St.,
Los Angeles, CA 90012

TITULO DEL PROYECTO: East Los Angeles 3rd Street Specific Plan

PATROCINADOR DEL PROYECTO: Condado de Los Angeles.

NUMERO DEL PROYECTO: R2008-02449-(1): Advance Planning 200800012; Plan Amendment 201400003; Specific Plan 201400001; Zone Change 201400005; Environmental Assessment 201400076.

AREA DEL PROYECTO: El proyecto se localiza en la comunidad no incorporada del este de Los Angeles. El proyecto consiste en un área de aproximadamente 2 km cuadrados, y se extiende aproximadamente una milla al norte y al sur del Metro Gold Line. Se delimita en lo general por César E. Chávez Ave., hacia el norte, Indiana St. al oeste, Hubbard y Sixth Sts. hacia el sur y Margaret Ave. y Atlantic Blvd. hacia el este.

BREVE DESCRIPCION DEL PROYECTO: El proyecto propuesto incluye la adopción de un Plan Específico de Acción para la área del proyecto, que sería designado para usos mixtos en los corredores principales (3rd St., 1st St., César E. Chávez Ave., Atlantic Blvd., y Beverly Blvd.) y usos residenciales en los vecindarios aledaños. El Plan Específico incorporará un código basado en la forma y diseño nuevo que guiará el desarrollo futuro del área del proyecto. El "DEIR" y el Plan Específico está disponible al público para su revisión en la página web del Condado: <http://planning.lacounty.gov/ela> o en el Departamento de Planificación Regional, favor de ver la dirección del departamento en el último párrafo.

REVISION DEL LOS ASPECTOS AMBIENTALES: Basado en un examen preliminar del proyecto, se determinó que el proyecto puede tener unos impactos importantes sobre el medio ambiente. El Condado de Los Angeles, en calidad de organismo rector bajo la Ley de Calidad Ambiental de California ("CEQA") y el Condado Documento sobre el Medio Ambiente Los procedimientos de presentación de informes y directrices, Capítulo III, sección 304, ha presentado un aviso de terminación de un DEIR con el Estado (Clearinghouse) para el proyecto. El DEIR ha sido preparado conforme a CEQA, los recursos públicos secciones de código 21000-21189,3 y en las "Directrices para Ley de Calidad Ambiental de California (CEQA), Código de Reglamentos de California, título 14, Capítulo 3, Secciones 15000-1538. El período de revisión pública de 45 días empieza a partir del **15 de mayo, 2014 al 29 de junio, 2014.**

El DEIR y materiales del proyecto están disponibles para revisión entre 7:30 am a 5:30 p.m., de lunes a jueves en el Departamento de Planificación Regional, 320 W. Temple St., Los Angeles, CA 90012, teléfono (213) 974-6427, fax (213) 626-0434, o en la página web en <http://planning.lacounty.gov/ela>, y en la Biblioteca Pública del Este de Los Angeles, 4837 E. Third St., Los Angeles, CA 90022. Comentarios escritos o preguntas pueden ser dirigidas por correo electrónico a thirdstplan@planning.lacounty.gov o al Departamento de Planificación Regional. Si necesita adaptación razonable o auxiliares, póngase en contacto con el ADA (Americans with Disabilities Act) Coordinador al (213) 974-6488 (voz) o (213) 617-2292 (TDD), con al menos tres días de notificación.

East Los Angeles Community Planning Efforts

East Los Angeles 3rd Street Specific Plan &
Environmental Impact Report
East Los Angeles Community Standards District Update

Join us on June 12, 2014.

Open House - 5:30pm

Public Hearing - 6:30pm

East Los Angeles Public Library

Community Room

4837 E 3rd Street

Los Angeles, CA 90022



LOS ANGELES COUNTY DEPARTMENT OF REGIONAL PLANNING



For nearly six years the community members of East Los Angeles have helped to define a vision for change in the East Los Angeles 3rd Street Specific Plan area. We are almost at the finish line and will conduct a public hearing and open house to brief the community on the project. The upcoming hearing is the culmination of all your hard work and efforts. From participating in community workshops and activities to developing objectives, goals and policies, you have shaped and supported this Specific Plan. We look forward to your continued involvement.



What is the East Los Angeles 3rd Street Specific Plan (Specific Plan)?

The Specific Plan is a community-based vision and strategy for change. It establishes standards and strategies for the revitalization of the plan area using the principles of transit-oriented development (TOD). The plan will incorporate a form-based code to guide new development and to ensure good architecture, urban design, and landscaping. The primary focus is to revitalize 3rd Street and other commercial corridors, including 1st Street, Cesar E. Chavez Avenue, and Atlantic and Beverly Blvds., while protecting and preserving the residential areas.

What is the Environmental Impact Review (EIR)?

The EIR examines the potential environmental effects of implementing the proposed Specific Plan within the East Los Angeles Community. The scope of the EIR includes the analysis of potential impacts to traffic, air quality, noise, utilities, and land use, among others. The EIR discusses these impacts and determines which are significant. The County has issued a Draft Environmental Impact Report (DEIR), pursuant to the requirements of the California Environmental Quality Act (CEQA). It is available for review on the project website at: <http://planning.lacounty.gov/ela>.

What is the East Los Angeles Community Standards District Update Project (CSD Update)?

The CSD Update encompasses the remaining areas outside of the Specific Plan Area within the East Los Angeles community. This update will focus on improving architectural quality and urban design, including revised residential and commercial development standards, landscaping, parking and signs requirements. More information on this project will be available at the upcoming Open House.

For further information email thirdstplan@planning.lacounty.gov or call (213) 974-6425.

Los Esfuerzos de Planificación en el Este de Los Ángeles

East Los Angeles 3rd Street Specific Plan &
Environmental Impact Report
East Los Angeles Community Standards District Update

Fecha: 12 de Junio, 2014
Sesión Abierta - 5:30pm
Audiencia Pública - 6:30pm
East Los Angeles Public Library
Community Room
4837 E 3rd Street
Los Angeles, CA 90022



LOS ANGELES COUNTY DEPARTMENT OF REGIONAL PLANNING



Durante casi seis años, los miembros de la comunidad del Este de Los Ángeles han ayudado a definir una visión para promover cambio físico en el área del Plan Específico de 3rd Street. Estamos por lograr esta meta y llevaremos a cabo una audiencia pública y sesión abierta al público para presentar a la comunidad el progreso sobre este proyecto. La próxima audiencia representa una culminación de todo el trabajo y los esfuerzos de los miembros de la comunidad. Desde la participación en talleres y actividades comunitarias hasta el desarrollo de objetivos, metas y pólizas, que han formado y apoyado este Plan Específico. Esperamos que continúe su participación con este esfuerzo.



¿Qué es el Plan Específico del Este de Los Ángeles 3rd Street (Plan Específico)?

El Plan Específico es una visión basada en la comunidad y la estrategia para guiar el cambio físico en la comunidad. Establece normas y estrategias para la revitalización de la área del Plan usando los principios de desarrollo orientado al tránsito (TOD). El plan incorporará un código basado en la forma y diseño del desarrollo nuevo. El código fomentará la arquitectura, diseño urbano y paisajismo. El enfoque principal es revitalizar la calle 3rd Street y otros corredores comerciales, entre ellos 1st Street, Cesar E. Chavez Avenue, Atlántic Boulevard y Beverly Boulevard, mientras tanto protegiendo y preservando las áreas residenciales.

¿Cuál es la opinión de Impacto Ambiental (EIR)?

El EIR examina los posibles efectos ambientales de la aplicación del Plan Específico propuesto en la Comunidad del Este de Los Ángeles. El alcance del EIR incluye el análisis de los posibles impactos del tráfico, la calidad del aire, el ruido, los servicios públicos, y uso de terrenos, entre otros. El EIR analiza estos impactos y determina cuáles son importantes. El Condado tiene disponible una copia del Proyecto de Informe de Impacto Ambiental (DEIR), conforme con los requisitos de la Ley de Calidad Ambiental de California (CEQA). La copia está disponible en el sitio web del proyecto: <http://planning.lacounty.gov/ela>.

¿Qué es el Proyecto de Actualización de las Normas de la Comunidad del Distrito (CSD) del Este de Los Ángeles?

La actualización del CSD abarca las áreas restantes fuera de la Área del Plan Específico dentro de la comunidad del Este de Los Ángeles. Esta actualización se centrará en mejorar la calidad arquitectónica y diseño urbano, incluyendo las normas de desarrollo y mantenimiento residencial y comercial actualizadas, el paisajismo, estacionamiento y los requisitos de los letreros en áreas comerciales. Más información sobre este proyecto estará disponible en la próxima Sesión Abierta.

Para más información favor de comunicarse por medio de correo electrónico: thirdstplan@planning.lacounty.gov o llame al (213) 974-6427.

ATTACHMENT G

Summary of Public Comments

Summary of Project Comments
East Los Angeles 3rd Street Specific Plan and Form-Base

Testifier	Comment	Staff Response
Duran, Victor	<ul style="list-style-type: none"> Loans for redevelopment? Is the county purchasing property? 	<ul style="list-style-type: none"> The proposed project is the form-based code, which would apply to new construction. Loans and purchasing property is not what is proposed.
Lane, Fred	<ul style="list-style-type: none"> Does the proposed code apply to existing buildings? Traffic problems due to increased development Vibrations from train, land sinking because of train Noise of train Who will maintain tree? 	<ul style="list-style-type: none"> As with the existing zoning ordinance, nonconforming provisions would apply generally to existing development. Traffic and noise impacts and potential mitigation measures are discussed in the DEIR. Generally, the property owner is responsible for maintaining property up to the curb line.
Villareal, Brian	<ul style="list-style-type: none"> Support of the project Who will keep up maintenance? Need more police Issues with trash in streets and general maintenance 	<ul style="list-style-type: none"> Generally, the property owner is responsible for maintaining property up to the curb line. DEIR analysis indicates that implementation of the Specific Plan would not create capacity or service problems with law enforcement. Impacts to law enforcement would be less than significant.
Mvkai, Ron	<ul style="list-style-type: none"> Need construction signage to show businesses are open during construction; construction plans Cites problems with MTA closures and construction Street trees block signs Who will maintain trees? Problems with graffiti Need more parking lots like on Ford Mixed uses need commercial uses to increase tax base 	<ul style="list-style-type: none"> This project is a specific plan and development code, not a particular development project. Individual construction projects would be required to implement traffic management plan, as applicable. Once trees are mature, they can be pruned to enable clear view of signs while providing shade and comfort. Generally, the property owner is responsible for maintaining property up to the curb line.
Vargas, Sylvia	<ul style="list-style-type: none"> Need more time to review and then discuss Cited problems with trash removal from streets/sidewalks 	<ul style="list-style-type: none"> Notice of EIR Preparation was provided in July 2013; open house and scoping meeting held on August 3, 2013. Notice of Availability of DEIR was provided in May 2014; open house and public hearing held on June 12, 2014. DEIR comments period from May 15, 2014 to July 1, 2014. Generally, the property owner is responsible for maintaining property up to the curb line.
Bernal, Erendira	<ul style="list-style-type: none"> Need more time to review EIR Will project be required to comply with LEED certification requirements? EIR should be in multiple languages Signs should be compatible with cultural heritage Plan should address aging population needs 	<ul style="list-style-type: none"> Notice of EIR Preparation was provided in July 2013; open house and scoping meeting held on August 3, 2013. Notice of Availability of DEIR was provided in May 2014; open house and public hearing held on June 12, 2014. DEIR comments period from May 15, 2014 to July 1, 2014. Generally, the property owner is responsible for maintaining property up to the curb line. Voluntary LEED certification is implemented

Summary of Project Comments
East Los Angeles 3rd Street Specific Plan and Form-Base

Testifier	Comment	Staff Response
		<p>at the building permit state by Public Works Dept.</p> <ul style="list-style-type: none"> – Proposed sign regulations would allow for creatively designed signs that could reflect cultural heritage. – Specific Plan goal is to improve walking, biking, and transit-supportive development, which would have a beneficial impact on the mobility needs of older populations.
Hernandez, Kristine	<ul style="list-style-type: none"> – No more narrowing of streets – Need more parking – Traffic problems – Supportive of mixed uses 	<ul style="list-style-type: none"> – The mobility chapter section of the Specific Plan does not proposed to narrow streets, but it does proposed road diets on Downey, Mednik, and Ford to introduce bike lanes, landscape, and to improve the pedestrian experience. – The proposed Specific Plan and Form-Based Code does not eliminate existing parking nor does it propose additional public parking facilities. – Traffic impacts and potential mitigation measures are discussed in the DEIR.
Tonatiuh, O.	<ul style="list-style-type: none"> – Need more open space 	<ul style="list-style-type: none"> – The Specific Plan, Public Realm Chapter discusses opportunities for increased open space and recreational opportunities.
City of Montebello	<ul style="list-style-type: none"> – Impact 4.15-2 – Where is the location of the new construction of water facilities or expansion of existing facilities? Since the project is in close proximity to the City of Montebello, would the water suppliers that serve the city be affected? – With the proposed specific plan and type of commercial businesses that it intends to attract, businesses being lost in the City of Montebello to the SPA and potential urban decay as a result. 	<ul style="list-style-type: none"> – The program-level EIR does not eliminate future project-level environmental review or infrastructure requirements for any specific development project. – The intent of the Specific Plan is to facilitate mixed use development within the project area and to redevelop undercapitalized land, thereby improving overall economic conditions and increasing job opportunities within the community. Such benefits would not necessarily be limited to the Specific Plan area, but would reasonably affect surrounding areas with similar benefits.

DEIR: Draft Environmental Impact Report (May 2014)



Los Angeles County Department of Regional Planning

Planning for the Challenges Ahead



Richard J. Bruckner
Director

July 24, 2014

TO: Esther L. Valadez, Chair
Laura Shell, Vice Chair
David W. Louie
Curt Pedersen
Pat Modugno

FROM: Carmen Sainz, Supervising Regional Planner
Community Studies East Section

**SUBJECT: PUBLIC HEARING MATERIALS
EAST LOS ANGELES 3RD STREET SPECIFIC PLAN AND FORM-BASED CODE
PROJECT NO. R2008-02449-(1)
ENVIRONMENTAL ASSESSMENT NO. 201400076
PLAN AMENDMENT NO. 201400003
ZONE CHANGE NO. 201400005
SPECIFIC PLAN NO. 201400001
CONTINUED HEARING DATE: AUGUST 06, 2014
ITEM #7**

On July 23, 2014, your Commission continued the public hearing for the East Los Angeles 3rd Street Specific Plan to August 6, 2014. This memorandum is to inform you that supplemental materials relating to this project will be transmitted in the next hearing package on July 31, 2014.

If you have any questions regarding this project, please contact me or Phillip Estes at (213) 974-6425 or via email at pestes@planning.lacounty.gov, Monday through Thursday from 7:30 AM to 5:30 PM. Our offices are closed on Fridays.

CS:PE



Los Angeles County Department of Regional Planning

Planning for the Challenges Ahead



Richard J. Bruckner
Director

July 31, 2014

TO: Esther L. Valadez, Chair
Laura Shell, Vice Chair
David W. Louie
Curt Pedersen
Pat Modugno

FROM: Carmen Sainz, Supervising Regional Planner
Community Studies East Section

SUBJECT: East Los Angeles 3rd Street Plan and Form-Based Code Specific Plan
Project No. R2008-02449-(1)
Environmental Assessment No. 201400076
Plan Amendment No. 201400003
Zone Change No. 201400005
Specific Plan No. 201400001

At the continued public hearing on August 6, 2014, staff will provide your Commission with a project update and recommendation regarding Agenda Item No. 7.

BACKGROUND

On July 23, 2014, staff gave a summary presentation of the proposed plan and form-based code. In order to allow additional time for the County to respond to comments related to the Environmental Impact Report, your Commission continued the public hearing to August 6, 2014.

The proposed East Los Angeles 3rd Street Plan (3rd Street Plan) and Form-Based Code Specific Plan (Specific Plan), together referred to as the "Project," is a plan update and specific plan developed by the Department of Regional Planning (DRP) in collaboration with stakeholders and residents of the unincorporated community of East Los Angeles. The Project is a comprehensive planning document to guide and regulate future development of the Project area. The document sets forth a comprehensive set of goals, policies, strategies, and development regulations consistent with the County of Los Angeles General Plan (General Plan) and the East Los Angeles Community Plan (Community Plan). The 3rd Street Plan would be part of the Community Plan and would be considered and applied in combination with the Community Plan. A detailed discussion of the Project is available in the staff report dated July 23, 2014 and in the related draft planning documents, which are published on the Project website at <http://planning.lacounty.gov/ela>.

ENVIRONMENTAL DETERMINATION

An Environmental Impact Report (EIR) was prepared pursuant to the California Environmental Quality Act (CEQA) reporting requirements with the County as the lead agency. The County determined by way of an Initial Study and identified in the Notice of Preparation sent to agencies and stakeholders, that an EIR was necessary for the Project. Through the Initial Study, the County determined that the proposed Project would not have the potential to cause significant impacts related to Agricultural Resources and Mineral Resources. Therefore, these topics were not analyzed in the EIR. (A CD copy of the Draft EIR was submitted to the Regional Planning Commission on May 15, 2014.)

The following areas of potential significant environmental impacts analyzed and addressed in the EIR include the following:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology/Soils
- Greenhouse Gas Emissions
- Hazards/Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities/Service Systems

As identified in the EIR, after implementation of the Project and required mitigation measures, the Project would result in significant and unavoidable impacts to the environment for some, but not all issues. For the following issues, it was determined that no feasible mitigation measures are available to reduce impacts to below a level of significance.

- Air Quality
- Greenhouse Gas Emissions
- Noise
- Transportation/Traffic
- Utilities/Service Systems

A summary of potentially significant impacts are discussed in detail in Chapter 2 of the Draft EIR. The revised Mitigation Monitoring and Reporting Program table (Attachment A) identifies the mitigation measures by resource area. The table also provides the specific mitigation monitoring requirements, including implementation documentation, monitoring activity, timing and responsible monitoring party.

MMRP, CEQA Findings of Fact and Statement of Overriding Considerations

CEQA allows the lead agency to consider a Certified EIR and to prepare a Mitigation Monitoring and Reporting Program (MMRP), CEQA Findings of Fact, and Statement of Overriding Consideration for the Project.

EIR PUBLIC OUTREACH

August 3, 2013 Open House and Scoping Meeting

Pursuant to the CEQA and the Notice of Preparation (NOP) of an EIR, Regional Planning staff and the EIR consultant held an open house and scoping meeting to receive public comments related to the potential environmental impacts of the proposed Project. The open house and scoping meeting were held on August 3, 2013 from 10:00 a.m. to 12:00 p.m. in the community room at the East Los Angeles Public Library. Approximately 20 members of the public attended. The event began with a summary presentation of the Project as well as a discussion of the EIR process and scope, as well as the environmental topics that would be analyzed in the EIR. Various verbal and written comments were received during the NOP period and at the scoping meeting, which included topics related to traffic impacts to local, county, and state facilities; impacts to cultural resources; land use and density; railroad safety; landscape and design; bicycle lanes; libraries; sidewalk widths and street widening; and law enforcement services. A detailed summary of NOP comments are summarized in Chapter 2 of the EIR.

June 12, 2014 Open House and Public Hearing

The Hearing Examiner conducted a public hearing to receive testimony in response to the availability of the Draft Environmental Impact Report (DEIR) at the East Los Angeles Public Library community room on June 12, 2014. The open house was held from 5:30 p.m. followed by the public hearing at 6:30 p.m. Approximately 30 members of the public attended. Staff and the EIR consultant gave a brief summary presentation of the proposed Project and EIR. The presentation was followed by public testimony and staff responses. Various verbal and written comments were received, which included topics related to traffic, railroad vibration and noise, trees, parking, signage, cultural resources, sidewalk and street widths, and open space. All EIR-related comments received during the EIR comment period (May 15, 2014 to July 1, 2014) will be addressed in the Final EIR.

July 23, Regional Planning Commission Public Hearing

On July 23, 2014, the Regional Planning Commission held a public hearing to receive testimony regarding the proposed Project and Draft EIR. Staff gave a brief summary presentation of the proposed Project. In order for the County to respond to EIR-related comments, the Commission continued the public hearing until August 6, 2014. There were no other testifiers present.

AGENCY COMMENTS

In a letter dated July, 1, 2014, the Governor's Office of Planning and Research notified the County that the State Clearinghouse CEQA review requirements have been satisfied. Caltrans submitted a comment letter on dated June 24, 2014 and Metro submitted a comment letter

dated June 26, 2014. Staff has addressed both agencies comments by including mitigation measures intended to reduce the Project's impact to transportation and traffic (see Attachment A). Staff has received no further comment from other state or local agencies.

CONCLUSION

The East Los Angeles 3rd Street Plan and Form-Based Code Specific Plan is a forward-looking policy and regulatory document that captures the community's shared vision, articulates community-inspired goals and priorities, delineates policies that will guide the community as it develops into the future. The 3rd Street Plan and Form-Based Code were developed with extensive community and County participation and review; and, if adopted, it will ensure that future development and service provisions meet community needs and contribute to realizing the community's vision.

The EIR examines the potential effects of the proposed 3rd Street Plan and Form-Based Code Specific Plan within the East Los Angeles Community. It evaluates the issues referenced above and identifies potentially significant environmental impacts, including direct, indirect, and cumulative effects of the project, in accordance with the provisions set forth in the CEQA Guidelines. In addition, the EIR recommends feasible mitigation measures, where possible, that would reduce or eliminate adverse environmental effects. A detailed summary of the environmental analysis is available in the EIR.

STAFF RECOMMENDATION

Staff recommends that the Regional Planning Commission adopt the attached resolution and make the following recommendations to the Board of Supervisors:

1. Adopt a resolution to instruct staff to prepare the Final Environmental Impact Report (FEIR) for the Project, subject to Findings of Fact, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program and forward to the Board of Supervisors for certification;
2. Amend the land use maps of the General Plan and East Los Angeles Community Plan and designate the Project area to the Specific Plan (SP) land use category;
3. Adopt an ordinance rezoning the Project area to the Specific Plan (SP) classification; and
4. Adopt a resolution to amend the East Los Angeles Community Plan to include the East Los Angeles 3rd Street Plan as a part thereof; and adopt an ordinance to amend Part 5 of Chapter 22.46 of Title 22 to create the Form-Based Code Specific Plan.

RECOMMENDED MOTIONS

Should the Regional Planning Commission agree with staff's recommendation, the two following motions are suggested:

#1	"I move that the Regional Planning Commission close the public hearing and adopt a resolution instructing staff to prepare the Final Environmental Impact Report, Findings of Fact, and Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program and forward to the Board of Supervisors for certification."
#2	"I move that the Regional Planning Commission adopt a resolution recommending that the Board of Supervisors amend the land use maps of the General Plan and East Los Angeles Community Plan and designate the Project area as Specific Plan; and rezone the Project area as Specific Plan; and amend the East Los Angeles Community Plan to include the East Los Angeles 3rd Street Plan as a part thereof; and to amend Title 22 to create the Form-Based Code Specific Plan."

Prepared by Phillip Estes, AICP, Principal Planner
Reviewed by Carmen Sainz, Supervising Planner

07/31/14
CS:PE

ATTACHMENTS:

- A. Draft MMRP
- B. Draft Resolution and Maps

ATTACHMENT A

<i>Mitigation Measure</i>	<i>Action Required</i>	<i>Mitigation Timing</i>	<i>Responsible Party</i>	<i>Monitoring Agency or Party</i>
AIR QUALITY				
MM4.2-1 New multifamily projects or those residential portions of new mixed-use projects shall unbundle the cost of parking from the cost of living areas, either by charging a rent or lease fee, or by selling the parking space separately.	Maintain log demonstrating compliance	During operations	Applicant, Owner/Operator	LACDRP
MM4.2-2 During project construction, all internal combustion engines/construction equipment operating on the project site shall meet United States Environmental Protection Agency-Certified Tier 3 emissions standards or higher, according to the following: <ul style="list-style-type: none"> ■ All off-road diesel-powered construction equipment greater than 50 horsepower shall meet Tier 3 off-road emissions standards. In addition, all construction equipment shall be outfitted with Best Available Control Technologies devices certified by the California Air Resources Board. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by California Air Resources Board regulations. ■ All off-road diesel-powered construction equipment greater than 50 horsepower shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with Best Available Control Technologies devices certified by the California Air Resources Board. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by California Air Resources Board regulations. ■ A copy of each unit's certified tier specification, Best Available Control Technologies documentation, and California Air Resources Board or South Coast Air Quality Management District operating permit shall be provided at the time of mobilization of each applicable unit of equipment. 	A. Submit operating permit(s), as required	Prior to commencement of construction	Applicant, Construction Manager	SCAQMD, LACDRP
	B. Maintain log demonstrating compliance	During construction	Applicant, Construction Manager	LACDRP
MM4.2-3 Disallow wood-burning fireplaces in new residential units.	Submit site plan review application	Prior to site plan approval	Applicant	LACFD, LACDRP
MM4.2-4 If, during subsequent project-level environmental review, the County determines that a project could result in toxic air contaminants (TAC) that have the potential to exceed California Air Resources Board Air Quality and Land Use Handbook (June 2005, or most current adaptation) standards, the County may require that applicants for such projects conduct a specific health risk assessment and achieve an acceptable interior risk level (less than 10 in a million, or the standards at the time of development) for sensitive receptors. All appropriate measures determined by the health risk assessment to reduce risk to sensitive receptors shall be incorporated into the individual project building design.	Submit specific health risk assessment report for review and approval	Prior to project approval	Applicant	LACDRP, SCAQMD, LACDPH Health Officer-for support/referral

<i>Mitigation Measure</i>	<i>Action Required</i>	<i>Mitigation Timing</i>	<i>Responsible Party</i>	<i>Monitoring Agency or Party</i>
MM4.2-5 If, during project-level review, the County determines that a project has the potential to emit nuisance odors beyond the property lines, an odor management plan may be required. If an odor management plan is determined to be required, the County shall require the project applicant to submit the plan prior to approval to ensure compliance with the applicable Air Quality Management District's Rule 402, for nuisance odors. If applicable, the Odor Management Plan shall identify the Best Available Control Technologies for Toxic (T-BACTs) that will be utilized to reduce potential odors to acceptable levels, including appropriate enforcement mechanisms. T-BACTs may include, but are not limited to, scrubbers (e.g., air pollution control devices) at the industrial facility. T-BACTs identified in the odor management plan shall be identified as mitigation measures in the environmental document and/or incorporated into the site plan.	Submit odor management report for review and approval	Prior to project approval	Applicant	LACDRP, SCAQMD, LACDPH Health Officer-for support /referral

BIOLOGICAL RESOURCES

MM4.3-1 Project construction-related activities likely to have the potential of disturbing suitable bird nesting habitat shall be prohibited from February 1 through August 31, unless a biological monitor acceptable to the Director of the County of Los Angeles Department of Regional Planning surveys the project area prior to disturbance to confirm that disturbance to habitat will not result in the failure of active nests on-site or immediately adjacent to the area of disturbance. Disturbance shall be defined as any activity that physically removes and/or damages vegetation or habitat, any action that may cause disruption of nesting behavior such as noise exceeding 90 dB from equipment, or direct artificial night lighting. Surveys shall be conducted on the subject property within 500 feet of disturbance areas no earlier than three days prior to the commencement of disturbance. If ground disturbance activities are delayed, then additional pre-disturbance surveys shall be conducted such that no more than three days will have elapsed between the survey and ground disturbance activities. The Applicant or the Project's Construction Manager shall provide the biologist with plans detailing the extent of proposed ground disturbance prior to the survey effort. If active nests are found, clearing and construction shall be postponed or halted within a buffer area established by the biological monitor that is suitable to the particular location of the nest (typically	A. Submit pre construction surveys	Within 14 days of completion of the pre-construction surveys	Applicant/Qualified Biologist	LACDRP, CDFW
	B. Construction monitoring by qualified biologist	During construction (February 1 through August 31)	Applicant/Qualified Biologist	LACDRP
	C. Obtain permit(s), as necessary	During construction	Applicant/Qualified Biologist	CDFW, USFWS
	D. Submit construction monitoring documentation	During construction (February 1 through August 31)	Applicant/Qualified Biologist	LACDRP, CDFW

Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party
<p>300 feet for most birds and 500 feet for raptors) and acceptable to the Director of the County of Los Angeles Department of Regional Planning, until the nest is vacated and juveniles have fledged, as determined by the biologist, and there is no evidence of any further attempt at nesting. Buffer distances may be modified by the Director if a different buffer zone is shown to be suitable to the particular location. Limits of construction to avoid an active nest shall be established in the field with highly visible construction fencing, and construction personnel shall be instructed on the sensitivity of nest areas. Occupied nests within the buffer established by the biological monitor and adjacent to the construction site shall also be avoided to ensure nesting success. A qualified biologist shall serve as a construction monitor during those periods when construction activities will occur near active nest areas to ensure that no inadvertent impacts on these nests occur. The results of the surveys, including graphics showing the locations of any active nests detected, and documentation of any avoidance measures taken, shall be submitted to the County of Los Angeles Department of Regional Planning and California Department of Fish and Wildlife within 14 days of completion of the pre-construction surveys to document compliance with applicable state and federal laws pertaining to the protection of native birds.</p> <p>If any state or federally listed bird species (e.g., coastal California gnatcatcher, southwestern willow flycatcher) are detected during the course of pre-construction nesting bird surveys, all construction-related activity shall be postponed, and the Applicant shall consult with appropriate agencies (California Department of Fish and Wildlife, U.S. Fish and Wildlife Service) and obtain any necessary take permits prior to the commencement of any construction-related activity. If any state or federally listed species are detected within the limits of construction during construction that were not detected during the pre-construction nesting bird surveys, construction-related activity shall cease, and the Applicant shall consult with appropriate agencies and obtain any necessary take permit before resuming any work. In addition to any take permit conditions that may be required by California Department of Fish and Wildlife and/or U.S. Fish and Wildlife Service, mitigation of occupied coastal California gnatcatcher habitat shall be provided at a minimum of 3:1 mitigation-to-impact ratio. Proof of habitat mitigation in keeping with the 3:1 requirement shall be provided to the County of Los Angeles before any construction-related activity can commence or resume.</p>	E. Site inspection as needed	During construction (February 1 through August 31)	Applicant/Qualified Biologist	LACDRP
<p>MM4.3-2 Special-Status Roosting Bats. To avoid the direct loss of bats that could result from disturbance to trees or structures that may provide maternity roost habitat (e.g., in cavities or under loose bark) or structures that contain a hibernating bat colony, the following steps shall be taken:</p> <ul style="list-style-type: none"> ■ To the extent feasible, demolition or disturbance to suitable bat roosting habitat shall be scheduled between October 1 and February 28, outside of the maternity roosting season. ■ If trees must be encroached during the maternity season (March 1 to September 30), or structures must be removed at any time of the year, a qualified bat specialist shall conduct a pre-construction survey to identify those trees or structures proposed for disturbance that could provide hibernacula or nursery colony roosting habitat for bats. ■ Each tree or structure identified as potentially supporting an active maternity roost and each 	A. Submit pre construction surveys	Within 14 days of completion of the pre-construction surveys	Applicant/Qualified Biologist	LACDRP, CDFW
	B. Construction monitoring by qualified biologist	During construction (March 1 through September 30)	Applicant/Qualified Biologist	LACDRP
	C. Obtain permit(s), as necessary	During construction	Applicant/Qualified Biologist	CDFW, USFWS

Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party
<p>structure potentially supporting a hibernating colony shall be closely inspected by the bat specialist no greater than 7 days prior to tree disturbance to more precisely determine the presence or absence of roosting bats.</p> <ul style="list-style-type: none"> ■ If bats are not detected, but the bat specialist determines that roosting bats may be present at any time of year, it is preferable to bring down trees or structures in a controlled manner using heavy machinery. In order to ensure the optimum warning for any roosting bats that may still be present, the trees or structures shall be nudged lightly two to three times, with a pause of approximately 30 seconds between each nudge to allow bats to become active. Trees or structures may then be pushed to the ground slowly under the supervision of a bat specialist. Felled trees shall remain in place until they are inspected by a bat specialist. Trees that are known to be bat roosts shall not be sawn up or mulched immediately. A period of at least 48 hours shall elapse prior to such operations to allow bats to escape. Bats shall be allowed to escape prior to demolition of buildings. This may be accomplished by placing one way exclusionary devices into areas where bats are entering a building that allow bats to exit but not enter the building. ■ Maternity season lasts from March 1 to September 30. Trees or structures determined to be maternity roosts shall be left in place until the end of the maternity season. A structure containing a hibernating colony shall be left in place until a qualified biologist determines that the bats are no longer hibernating. <p>The bat specialist shall document all demolition monitoring activities and prepare a summary report to the County upon completion of tree disturbance or building demolition activities. If Townsend's big-eared bat is detected during pre-construction surveys, all construction-related activity shall be halted immediately and CDFW shall be notified. Work may only resume subsequent to CDFW approval.</p> <p><i>Bat Relocation.</i> If confirmed occupied or formerly occupied bat roosting habitat is destroyed, artificial bat roosts of comparable size and quality shall be constructed and maintained at a suitable undisturbed area. The design and location of the artificial bat roosts shall be determined by the bat specialist in consultation with CDFW.</p> <p>In exceptional circumstances, such as when roosts cannot be avoided and bats cannot be evicted by non-invasive means, it may be necessary to capture and transfer the bats to appropriate natural or artificial bat roosting habitat in the surrounding area. Bats raising young or hibernating shall not be captured and relocated. Capture and relocation shall be performed by the bat specialist in coordination with CDFW, and shall be subject to approval by LACDRP and CDFW.</p> <p>A monitoring plan shall be prepared for the replacement roosts, which shall include performance standards for the use of the replacement roosts by the displaced species, as well as provisions to prevent harassment, predation, and disease of relocated bats.</p> <p>Annual reports detailing the success of roost replacement and bat relocation shall be prepared and submitted to LACDRP and CDFW for five years following relocation or until performance standards are met, whichever period is longer.</p>	D. Submit construction monitoring documentation	During construction (March 1 through September 30)	Applicant/Qualified Biologist	LACDRP, CDFW
	E. Site inspection as needed	During construction (March 1 through September 30)	Applicant/Qualified Biologist	LACDRP

<i>Mitigation Measure</i>	<i>Action Required</i>	<i>Mitigation Timing</i>	<i>Responsible Party</i>	<i>Monitoring Agency or Party</i>
MM4.3-3 If, during subsequent project-level review, the County determines that a project could have a potentially significant impact on wetland features or local drainage, the project applicant shall consult with the U.S. Army Corps of Engineers (USACE) to establish which, if any, wetland features or local drainage in a particular location qualify as jurisdictional under the Clean Water Act (CWA). If necessary, the project applicant shall retain qualified personnel approved by the County to perform a wetland delineation following USACE guidelines to establish actual acreage of potential impact. If feasible, the project shall be designed to avoid all impacts to wetlands and jurisdictional waters of the US. If wetlands and jurisdictional waters of the US cannot be avoided, a 'no net loss' of wetlands policy shall be employed and the appropriate permits (i.e., CWA Sections 404 and 401 and Lake or Streambed Alteration Agreement) shall be obtained prior to issuance of grading permits.	Submit wetland and/or drainage report for review and approval	Prior to issuance of grading permit	Applicant	LACDRP, USACE
MM4.3-4 Projects within the Specific Plan (SPA) area shall be designed with the intention of preserving large (6-inch diameter or greater at breast height) oak trees. If project implementation requires removal of large oak trees, then the applicant shall coordinate with the County to replace an equivalent number of removed oaks in a suitable area undergoing restoration within the County that is also relevant to the SPA so that there is no net loss of oak trees from project implementation and local residents may enjoy the restored resource. At the discretion of the County, this may require replanting trees at a higher ratio (to be determined by the County) than what was removed and developing a mitigation monitoring plan to ensure growth in the restored area. The timeframe for completion of this measure shall be determined and approved in collaboration with County staff.	Submit site plan review and/or oak tree permit application	Prior to project approval	Applicant	LACDRP, LACFD for referral/support

CULTURAL RESOURCES

MM4.4-1 If, during any subsequent project-level review and prior to development, activities that would demolish or otherwise physically alter buildings, structures, or features of an officially listed historic or cultural resource; or historic buildings, structures, or features officially determined eligible for designation as a historic or cultural resource, a cultural resource professional who meets the Secretary of the Interior's Professional Qualifications Standards for Architectural History shall be retained by the project applicant, at the discretion of the County, to determine if the project would cause a substantial adverse change in the significance of a historical resource. The results of the investigation shall be documented in a technical report or memorandum that identifies and evaluates any historical resources within the improvements area and includes recommendations and methods for eliminating or reducing impacts on historical resources. Methods may include, but are not limited to, written and photographic recordation of the resource in accordance with the level of Historic American Building Survey (HABS) documentation that is appropriate to the significance (local, state, national) of the resource.	Submit historic cultural resources report for review and approval	Prior to project approval	Applicant	LACDRP, California Office of Historic Preservation for support/referral
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<i>Mitigation Measure</i>	<i>Action Required</i>	<i>Mitigation Timing</i>	<i>Responsible Party</i>	<i>Monitoring Agency or Party</i>
MM4.4-2 In the event archaeological resources are encountered during project construction, all ground-disturbing activities within the vicinity of the find shall cease and a qualified archaeologist shall be notified of the find. The archaeologist shall record all recovered archaeological resources on the appropriate California Department of Parks and Recreation Site Forms to be filed with the California Historical Resources Information System–South Central Coastal Information Center, evaluate the significance of the find, and if significant, determine and implement the appropriate mitigation in accordance with the U.S. Secretary of the Interior and California Office of Historic Preservation guidelines, including but not limited to a Phase III data recovery and associated documentation. The archaeologist shall prepare a final report about the find to be filed with the Applicant, the County of Los Angeles Department of Regional Planning, and the California Historical Resources Information System–South Central Coastal Information Center, as required by the California Office of Historic Preservation. The report shall include documentation of the resources recovered, a full evaluation of the eligibility with respect to the California Register of Historical Resources, and treatment of the resources recovered. In the event of a find, archaeological and Native American monitoring shall be provided thereafter for any ground-disturbing activities within the boundary of the archaeological site.	A. Maintain log demonstrating compliance	During construction	Applicant/ Construction Manager/Qualified Archaeologist	LACDRP
	B. Site inspection as needed	During construction	Applicant/ Construction Manager/Qualified Archaeologist	LACDRP
	C. Submit California Department of Parks and Recreation Site Forms, and Phase III data recovery and associated documentation, as applicable	During construction	Applicant/Qualified Archaeologist	LACDRP, California Office of Historic Preservation for support/referral
	D. Submit final report, as applicable	Prior to issuance of certificate of occupancy	Applicant/Qualified Archaeologist	LACDRP, California Office of Historic Preservation for support/referral, CHRIS-SCCIC
	E. Archaeological and Native American monitoring, as applicable	During construction	Applicant/ Construction Manager/Qualified Archaeologist	LACDRP, NAHC

<i>Mitigation Measure</i>	<i>Action Required</i>	<i>Mitigation Timing</i>	<i>Responsible Party</i>	<i>Monitoring Agency or Party</i>
MM4.4-3 Prior to any earth-disturbing activities (e.g. excavation, trenching, grading) that could encounter previously undisturbed soil, the project applicant shall retain a professional paleontologist to determine if the project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. The investigation shall include, as determined appropriate by the paleontologist and Los Angeles County, a paleontology records check and a pedestrian survey of the area proposed for development. The results of the investigation shall be documented in a technical report or memorandum that identifies the paleontological sensitivity of the development area and includes recommendations and methods for eliminating or avoiding impacts on paleontological resources or unique geologic features. The technical report or memorandum shall be submitted to the County for approval. As determined necessary by the County, environmental documentation (e.g., CEQA documentation) prepared for future development within the project site shall reference or incorporate the findings and recommendations of the technical report or memorandum. The project applicant shall be responsible for implementing methods for eliminating or avoiding impacts on paleontological resources or unique geologic features identified in the technical report or memorandum. Projects that would not encounter undisturbed soils and would therefore not be required to retain a paleontologist shall demonstrate nondisturbance to the County through the appropriate construction plans or geotechnical studies prior to any earth-disturbing activities.	Submit planning approval application and paleontological resources report for review and approval	Prior to issuance of grading permit	Applicant/Qualified Paleontologist	LACDRP
GREENHOUSE GAS EMISSIONS				
MM4.6-1 If, during project-level review, the County determines that a project has the potential to exceed SCAQMD 2035 thresholds for GHG emissions, the applicant shall submit a GHG emissions analysis report of the proposed project to the County. The analysis shall ensure that the per service population emissions for the individual project, with the incorporation of amortized construction emissions, meets the SCAQMD thresholds for 2035.	Submit GHG emissions analysis report for review and approval, as applicable	Prior to project approval	Applicant	LACDRP, SCAQMD for support/referral

<i>Mitigation Measure</i>	<i>Action Required</i>	<i>Mitigation Timing</i>	<i>Responsible Party</i>	<i>Monitoring Agency or Party</i>
HAZARDS/HAZARDOUS MATERIALS				
<p>MM4.7-1 Prior to the issuance of grading permits on any project site, the applicant(s) shall:</p> <ul style="list-style-type: none"> ■ Investigate the project site to determine whether it or immediately adjacent areas have a record of hazardous material contamination via the preparation of a preliminary environmental site assessment, which shall be submitted to the County for review. If contamination is found the report shall characterize the site according to the nature and extent of contamination that is present before development activities precede at that site. ■ If contamination is determined to be on site, the County, in accordance with appropriate regulatory agencies, such as Los Angeles County Fire Department, Los Angeles County Public Health Department, or County Division of Waste and Recycling, shall determine the need for further investigation and/or remediation of the soils conditions on the contaminated site. If further investigation or remediation is required, it shall be the responsibility of the applicant(s) to complete such investigation and/or remediation prior to construction of the project. ■ If remediation is required as identified by the local oversight agency, it shall be accomplished in a manner that reduces risk to below applicable standards and shall be completed prior to issuance of any occupancy permits. ■ Closure reports or other reports acceptable to the appropriate regulatory agencies, such as Los Angeles County Fire Department, Los Angeles County Public Health Department, or County Division of Waste and Recycling, that document the successful completion of required remediation activities, if any, for contaminated soils shall be submitted and approved by the appropriate regulatory agencies prior to the issuance of grading permits for site development. No construction shall occur in the affected area until reports have been accepted by the County. 	Submit grading permit application	Prior to issuance of grading permit	Applicant/ Construction Manager	LACFD, LACDRP

Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party
MM4.7-2 If previously unidentified soil contamination is observed by sight or odor or indicated by testing by a qualified professional using a portable volatile organic compound analyzer during excavation and grading activities, excavation and grading within such an area shall be temporarily halted and redirected around the area until the appropriate evaluation and follow-up measures are implemented, as contained in the South Coast Air Quality Management District's Rule 1166, to make the area suitable for grading activities to resume. In the event contamination is found, the Applicant shall notify the Los Angeles County Fire Department, the South Coast Air Quality Management District, and/or the California Department of Toxic Substances Control, as applicable. The contaminated soil shall be evaluated and excavated/disposed of, treated in-situ (in-place), or otherwise managed and disposed of in accordance with all applicable federal, State, and local laws and regulations.	A. Submit documentation summarizing the results of any soil testing and verify whether applicable regulatory contaminant thresholds are met	During grading and excavation	Applicant/ Construction Manager/Qualified Professional	LACDRP, LACFD, SCAQMD, DTSC-as applicable
	B. Evaluation, management, and disposal, as applicable	Before grading and excavation can resume in the contaminated areas	Applicant/ Construction Manager/Qualified Professional	LACFD, LACDPW—for support/referral, SCAQMD DTSC-as applicable
NOISE				
MM4.10-1 HVAC Mechanical Equipment Shielding. Prior to the approval of a new nonresidential development project, the applicant shall submit an acoustical analysis demonstrating that the noise level from operation of mechanical equipment will not exceed the exterior noise level limits for a designated receiving land use category as specified in Noise Control Ordinance Section 12.08.390. Noise control measures may include, but are not limited to, the selection of quiet equipment, equipment setbacks, silencers, and/or acoustical louvers.	Submit acoustical analysis for review and approval	Prior to project approval	Applicant	LACDRP, LACDPH Health Officer-for support /referral
MM4.10-2 Site-Specific Acoustic Analysis—Nonresidential Development. Prior to the approval of a new nonresidential project, the applicant shall submit an acoustical analysis to the County to determine the existing noise level. If the noise level exceeds 70 dBA CNEL (unless a higher noise compatibility threshold (up to 75 dBA CNEL) has been determined appropriate by Los Angeles County), the analysis shall detail the measures that will be implemented to ensure exterior noise levels are compatible with the operation of the proposed use. LACDPH may require, on a case-by-case basis, and an acoustical study may still be required even if the area falls below 70dBA CNEL. Measures that may be implemented to ensure appropriate noise levels include, but are not limited to, setbacks to separate the proposed habitable structure from the adjacent roadway, or construction of noise barriers on site.	Submit acoustical analysis for review and approval	Prior to project approval	Applicant	LACDRP, LACDPH Health Officer-for support /referral

Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party
<p>MM4.10-3 Site-Specific Acoustic Analysis—Multifamily Residences. Prior to the approval of a new multifamily project, the applicant shall submit to the County an acoustical analysis to ensure that interior noise levels due to exterior noise sources are below 45 dBA CNEL:</p> <ul style="list-style-type: none"> ■ Multifamily residential units where the first and/or upper floor exterior noise levels exceed 60 dBA CNEL. ■ Multifamily outdoor usable areas (patios or balconies) where exterior noise levels exceed 65 dBA CNEL. ■ Multifamily residential units that are located within the same building as commercial development ■ Multifamily residential units located near a structure requiring an exterior HVAC system. <p>Prior to approval of building plans, noise attenuation for habitable rooms shall be approved by the County. Building plans shall be available during design review and shall demonstrate the accurate calculation of noise attenuation for habitable rooms. Consequently, based on the results of the interior acoustical analysis, the design for buildings in these areas may need to include a ventilation or air conditioning system to provide a habitable interior environment with the windows closed. Residential air conditioning systems shall comply with Noise Control Ordinance Section 12.08.530.</p>	Submit acoustical report for review and approval	Prior to project approval	Applicant	LACDRP, LACDPH Health Officer-for support /referral
<p>MM4.10-4 Construction Vibration. For all construction activities within the Specific Plan area, individual projects that use vibration-intensive construction activities, such as pile drivers, jack hammers, and vibratory rollers, near sensitive receptors shall be limited Monday through Friday from 8:00 a.m. to 5:00 p.m. No such activity shall occur on weekends or legal holidays. The County shall retain approval authority for pile-driving activities for all projects under the Specific Plan, whether discretionary or subject only to site plan review, the construction contractor shall implement the following measures during construction:</p> <ol style="list-style-type: none"> a. The construction contractor shall provide written notification to all residential units and nonresidential tenants at least three weeks prior to the start of construction activities within 115 feet of the receptor informing them of the estimated start date and duration of daytime vibration-generating construction activities. b. Stationary sources, such as temporary generators, shall be located as far from off-site receptors as possible. c. Trucks shall be prohibited from idling along streets serving the construction site. d. The project contractor shall submit a construction vibration control plan to the County for approval prior to commencement of construction activities. e. The applicant shall consider the use of less-vibration-intensive equipment or construction techniques (e.g., drilled piles to eliminate use of vibration-intensive pile driver). 	Maintain log demonstrating compliance	During construction	Applicant	LACDRP, LACDPH Health Officer-for support/referral

<i>Mitigation Measure</i>	<i>Action Required</i>	<i>Mitigation Timing</i>	<i>Responsible Party</i>	<i>Monitoring Agency or Party</i>
MM4.10-5 No pile-driving activities shall occur adjacent to any listed historic or cultural resource; or historic buildings, structures, or features officially determined eligible for designation as a historic or cultural resource without prior approval by the County. The County shall retain approval authority for pile-driving activities for all projects under the Specific Plan, whether discretionary or subject only to site plan review. If it is determined that pile-driving would likely cause damage to such buildings, alternative methods for building foundations shall be implemented that do not include pile driving.	Submit plans and specifications for review and approval	Prior to construction	Applicant	LACDRP, LACDPH Health Officer-for support/referral
MM4.10-6 Prior to commencement of construction project that requires an approved haul route, the applicant shall submit proposed haul routes to and from the project site, subject to approval by the County.	Submit application for haul route for review and approval	Prior to construction	Applicant	LACDRP,
MM4.10-7 <i>Gold Line Groundborne Vibration.</i> For each new development project within 115 feet of the Gold Line pursuant to the Specific Plan, the applicant shall implement the FTA and Federal Railroad Administration guidelines, where appropriate, to limit the extent of exposure that sensitive uses may have to groundborne vibration from trains. Specifically, Category 1 uses (vibration-sensitive equipment) within 115 feet from the Gold Line, Category 2 uses (residences and buildings where people normally sleep) within 70 feet, and Category 3 uses (institutional land uses) within 55 feet shall require a site-specific groundborne vibration analysis conducted by a qualified groundborne vibration specialist in accordance with FTA and FRA guidelines. The groundborne vibration analysis, including identification of feasible vibration control measure, shall be submitted to and approved by the County prior to commencement of construction activities. All feasible vibration control measures deemed appropriate by the County shall be incorporated into site design.	Submit ground-borne vibration analysis report for review and approval	Prior to project approval	Applicant	LACDRP, LACDPH Health Officer-for support/referral
MM4.10-8 <i>Construction Noise Plan.</i> Power construction equipment shall be equipped with noise shielding and muffling devices. All equipment shall be properly maintained in accordance with manufacturers' specifications to assure that no additional noise, due to worn or improperly maintained parts is generated.	Maintain log demonstrating compliance	During construction	Applicant	LACDRP, LACDPH Health Officer-for support/referral

PUBLIC SERVICES

MM4.12-1 Applicants of residential subdivisions shall comply with County Code Chapter 22.72; a Library Facilities Mitigation Fee, as required by Chapter 22.72, shall be paid by the applicant to the County of Los Angeles Public Library. The fee must be paid prior to the recordation of the final map and proof of payment shall be provided to the Department of Regional Planning.	Submit payment of applicable Library Mitigation Fee	Prior to final map recordation	Applicant	LACDRP, County Librarian for support/referral
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RECREATION

MM4.13-1 Applicants of residential subdivisions shall comply with the County's Quimby Ordinance through a combination of new park development and/or in-lieu fee payment to offset the demand for park services generated by the project. The fee must be paid prior to the recordation of the final map and proof of payment shall be provided to the Department of Regional Planning.	Submit payment of applicable Quimby Fee	Prior to final map recordation	Applicant	LACDRP, LACDPH for support/referral
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Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party
TRANSPORTATION/TRAFFIC				
<p>MM4.14-1 The County shall require traffic engineering firms, which are retained to prepare traffic impact studies for future development projects, to consult with Caltrans when a development proposal meets the requirements of statewide, regional, or areawide significance per CEQA Guidelines Section 15206(b). Proposed developments meeting the criteria of statewide, regional, or areawide include:</p> <ul style="list-style-type: none"> ■ Proposed residential developments of more than 500 dwelling units. ■ Proposed shopping centers or business establishments employing more than 1,000 persons or encompassing more than 500,000 gross square feet of floor space. ■ Proposed commercial office buildings employing more than 1,000 persons or encompassing more than 250,000 gross square feet of floor space. ■ Proposed hotel/motel developments of more than 500 rooms. <p>When the CEQA criteria or regional significance are not met, the County shall require transportation engineers and/or Lead Agency representatives consult with Caltrans when a proposed development includes the following characteristics:</p> <ul style="list-style-type: none"> ■ All proposed development that have the potential to cause a significant impact to state highway facilities (right-of-way, intersections, interchanges, etc.) and when required mitigation improvements are proposed in the Initial Study. ■ Any development that assigns 50 or more trips (passenger car equivalent trips) during peak hours to an off-ramp. On/off-Ramps that are very close to each other in which the project trips may cause congestion on the left turn lane storage on the on-ramp. ■ Any development located adjacent to a State highway facility and may require a Caltrans encroachment permit. ■ When the County cannot determine whether or not Caltrans will expect a traffic impact analysis pursuant to CEQA. 	Submit traffic impact study for indicated projects for review and approval	Prior to project approval	Applicant	LACDRP, Caltrans, LACDPW-for referral/support

Multifamily shall mean three or more dwelling units, including three or more dwelling units as part of a mixed-use project.

ACRONYMS

Caltrans	California Department of Transportation	LACDPH	Los Angeles County Department of Public Health	LARWQCB	Los Angeles Regional Water Quality Control Board
CDFW	California Department of Fish and Wildlife				
CHRIS-SCCIC	California Historical Resources Information System—South Central Coastal Information Center	LACDPW	Los Angeles County Department of Public Works	MM	Mitigation Measure
FTA	Federal Transportation Administration	LACDRP	Los Angeles County Department of Regional Planning	NAHC	Native American Heritage Commission
FRA	Federal Railroad Administration			SCAQMD	South Coast Air Quality Management District
GHG	Greenhouse Gas Emissions	LACFD	Los Angeles County Fire Department	USACE	United States Army Corps of Engineers
				USFWS	United States Fish and Wildlife Service

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ATTACHMENT B

DRAFT

**A RESOLUTION OF THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
PROJECT NO. R2008-02449-(1)
RELATING TO:
ZONE CHANGE NO. 201400005
PLAN AMENDMENT NO. 201400003
SPECIFIC PLAN NO. 201400001**

WHEREAS, Article 1 of Chapter 4 of Division 1 of Title 7 of the Government Code of the State of California (commencing with Section 65800), and Chapter 22.16, part 2 of the County Code of the County of Los Angeles ("County") provides for the adoption of zone changes and amendments to County zoning regulations;

WHEREAS, Article 6 of Chapter 3 of Division 1 of Title 7 of the Government Code of the State of California (commencing with Section 65350) provides for the adoption of an amendment to a jurisdiction's general plan;

WHEREAS, Article 8 of Chapter 3 of Division 1 of Title 7 of the Government Code of the State of California (commencing with Section 65450) provides for the adoption of a specific plan after a local jurisdiction has adopted a general plan, in order to provide for the systematic implementation of the general plan for all or part of the area covered by that general plan;

WHEREAS, the County proposed the East Los Angeles 3rd Street Plan and Form-Based Code Specific Plan ("Specific Plan") for the 3rd Street Plan area located within the unincorporated community of East Los Angeles, also referred to as the "Project";

WHEREAS, the County proposed Zone Change No. 201400005 to rezone the Specific Plan area to the SP (Specific Plan) zone category;

WHEREAS, the Regional Planning Commission of the County conducted a public hearing in the matter of Zone Change No. 200700001 on July 23, 2014 and August 6, 2014; and

WHEREAS, the Commission finds as follows:

1. The unincorporated community of East Los Angeles is within the First Supervisorial District of the County. It is bordered by the City of Los Angeles on the north and west, the cities of Monterey Park and Montebello on the east, and the City of Commerce on the south.
2. The Metro Gold Line East Side Extension was completed in 2009. Four new rail stations in the unincorporated area of East Los Angeles were added. The rail line extension has provided new transit options to the community, especially along the 3rd Street corridor. To complement the significant public investment that has been made, the County has undertaken a comprehensive planning effort to transform the area around transit to a vibrant pedestrian and transit oriented neighborhood. The area affected by this planning activity radiates approximately one half mile from the rail line in an area of approximately two and one-half gross square miles. It is bounded by Indiana Street to the west, Cesar E. Chavez Avenue to the north, Atlantic Boulevard and Margaret Avenue to the east, and Hubbard and 6th Streets to the south, and is delineated on the Regulating Plan Map ("Project Site"), as depicted in the Specific Plan.

3. To achieve the objectives of this planning, an amendment to the East Los Angeles Community Plan, adoption of a specific plan to replace zoning in the affected area with a new form-based development code, and zone changes to the County's zoning map to reflect that a specific plan now regulates zoning in the area is necessary.
4. Zone Change No. 201400005 is a proposal to rezone the Project Site from (R-1 (Single-Family Residential), R-2 (Two-Family Residential), R-3 (Limited Multiple Residence), R-3-P (Limited Multiple Residence Parking), R-4 (Unlimited Residence), and R-4-DP (Unlimited Residence Development Program), C-1 (Restricted Business), C-2 (Neighborhood Business), C-3 (Unlimited Commercial), C-3-DP (Unlimited Commercial Development Program), C-M (Commercial Manufacturing), and CPD (Commercial Planned Development), IT (Institutional), M-1 (Light Manufacturing), and O-S (Opens Space) to the Specific Plan (SP) zone category.
5. Plan Amendment No. 201400003 is a proposal to amend the General Plan Land Use Map and to amend the East Los Angeles Community Plan to include the 3rd Street Plan.
6. Specific Plan No. 201400001 is a proposal to guide and regulate the future development of the 3rd Street Plan area with mixed uses along the primary arterial roads and to preserve the existing residential core in the proposed SP (Specific Plan) zone.
7. Compatibility with surrounding land uses will be ensured through the related Plan Amendment to Specific Plan, associated Mitigation Monitoring and Reporting Program, and the Form-Based Code.
8. The zone change to SP will not adversely affect the health, peace, comfort, or welfare of persons residing or working in the surrounding area, will not be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the Project Site, and will not jeopardize, endanger, or otherwise constitute a menace to the public health, safety, or general welfare.
9. On August 3, 2013, pursuant the Notice of Preparation (NOP) of the EIR, the Department of Regional Planning and the EIR consultant held an open house and scoping meeting to receive public comments related to the potential environmental impacts of the proposed Specific Plan. The open house was held from 10:00 a.m. to 12:00 p.m. in the community room at the East Los Angeles Public Library. Approximately 20 members of the public attended. There was a summary presentation of the Specific Plan as well as a discussion of the EIR process and scope, including the environmental topics that would be analyzed in the EIR. Various verbal and written comments were received during the NOP period and at the scoping meeting, which included topics related to traffic impacts to local, county, and state facilities; impacts to cultural resources; land use and density; railroad safety; landscape and design; bicycle lanes; libraries; sidewalk widths and street widening; and law enforcement services.
10. A notice of public hearing in the form of a legal advertisement, which included a notice of completion of a Draft EIR, was published in the *East Los Angeles Tribune* and *La Opinión*, newspapers of general circulation, on May 8, 2014, pursuant to Public Resources Code Section 21092.
11. A notice of completion of a Draft EIR and notice of public hearing was mailed to 1,043 addresses on May 12, 2014.

12. The public comment period for the Draft EIR began on May 15, 2014 and ended on July 1, 2014 (48 days). After the public comment period ended, a Final EIR was prepared with response to comments received during the public comment period. The EIR contains a summary of the potential environmental effects of the proposed Project, the recommended mitigation measures (MMs) that would reduce or avoid those effects, and the level of significance after mitigation. Implementation of the MMs, as detailed in each environmental analysis section presented in the EIR, would reduce most of the potentially significant impacts to a less than significant level. However, even with implementation of the MMs, the proposed project would result in the following significant and unavoidable impacts: air quality, greenhouse gas emission, noise, transportation/traffic, utilities/system services.
13. On August 3, 2013, pursuant the Notice of Preparation (NOP) of the EIR, the Department of Regional Planning and the EIR consultant held an open house and scoping meeting to receive public comments related to the potential environmental impacts of the proposed Specific Plan. The open house was held from 10:00 a.m. to 12:00 p.m. in the community room at the East Los Angeles Public Library. Approximately 20 members of the public attended. There was a summary presentation of the Specific Plan as well as a discussion of the EIR process and scope, including the environmental topics that would be analyzed in the EIR. Various verbal and written comments were received during the NOP period and at the scoping meeting, which included topics related to traffic impacts to local, county, and state facilities; impacts to cultural resources; land use and density; railroad safety; landscape and design; bicycle lanes; libraries; sidewalk widths and street widening; and law enforcement services.
14. The public comment period for the Draft EIR began on May 15, 2014 and ended on July 1, 2014 (48 days). After the public comment period ended, a Final EIR was prepared with response to comments received during the public comment period. The EIR contains a summary of the potential environmental effects of the proposed Project, the recommended mitigation measures (MMs) that would reduce or avoid those effects, and the level of significance after mitigation. Implementation of the MMs, as detailed in each environmental analysis section presented in the EIR, would reduce most of the potentially significant impacts to a less than significant level. However, even with implementation of the MMs, the proposed project would result in the following significant and unavoidable impacts: air quality, greenhouse gas emission, noise, transportation/traffic, utilities/system services.
15. The County, as Lead Agency, determined that Alternative 3 would be the environmentally superior alternative; however, Alternative 3 would not achieve most of the Project objectives. The proposed Project is intended to optimize the benefits of pedestrian-supportive and transit-oriented development along existing arterial roads and to maximize the revitalization of the Project area in light of the Metro Gold Line investment.
16. The Commission considered the environmental effects of the Project as shown in the EIR. Based on its consideration of the attached EIR, and on the basis of the whole record before it, the Commission finds that, except for impacts related to air quality, greenhouse gas emissions, noise, transportation/traffic, and utilities/system services, changes or alterations have been required in, and incorporated into, the Project that would avoid or substantially lessen the significant environmental effects identified in the EIR. For those impacts that cannot be avoided or mitigated to a level of less than significant, the Commission finds that substantial benefits resulting from the implementation of the Project outweigh the Project's unavoidable adverse effects on air quality, greenhouse gas emission, noise, transportation/traffic, utilities/system services.

17. The Commission finds that a Mitigation Monitoring and Reporting Program ("MMRP"), consistent with the conclusions and recommendations of the EIR, was prepared and that its requirements are incorporated into the provisions of the Specific Plan.
18. The MMRP, prepared in conjunction with the EIR, identified in detail how compliance with its measures will mitigate or avoid potential adverse impacts to the environment by the Project with the exception of the significant and unavoidable impacts related to on air quality, greenhouse gas emission, noise, transportation/traffic, utilities/system services.
19. On June 12, 2014, a community open house was conducted from 5:30 to 6:30 p.m. where county staff and the EIR consultant were present to discuss the draft Specific Plan and Draft EIR. Approximately 30 members of the public were present. Immediately following the open house, a duly noticed public hearing was held at 6:30 p.m. before the Hearing Officer to receive testimony on the Draft EIR. There was a brief summary presentation of the project by staff and the EIR consultant. The presentation was followed by verbal testimony from eight members of the public.
20. On July 23, 2014 and August 6, 2014, a duly noticed public hearing was held before the Regional Planning Commission.
21. The Commission finds that proposed 3rd Street Plan and the above explained plan amendments, zone changes and adoption of the specific plan are necessary to achieve the planning objective that would create a transit oriented and pedestrian focused environment in the plan area.

NOW, THEREFORE BE IT RESOLVED that the Regional Planning Commission recommends to the Board of Supervisors of the County of Los Angeles:

1. Hold a public hearing to consider Plan Amendment No. 201400003, Zone Change No. 201400005, Specific Plan No. 201400001, and Final EIR SCH No. 2013071033;
2. Recommend that the Board certify the Final EIR in compliance with the California Environmental Quality Act and the State and Lead Agency guidelines related thereto and reflects the independent judgment of the Board;
3. Find that the Board has reviewed and considered the information contained in the Final EIR prior to approving the proposed zone change;
4. Determine that the significant adverse effects of the Project, as described in the Final EIR, have either been reduced to an acceptable level or are outweighed by specific social, economic, legal, technological or other considerations of the project as stated in the attached CEQA Findings of Fact and Statement of Overriding Considerations for the project, which findings and statement are incorporated herein by reference;
5. Approve and adopt the Mitigation Monitoring and Reporting Program for the Project, included with the Final EIR and as modified to County format and implementation procedures, and pursuant to Section 21081.6 of the Public Resources Code, find that the Mitigation Monitoring and Reporting Program as modified by the County is adequately designed to ensure compliance with the mitigation measures during project implementation;

6. Find that the zone change is consistent with the goals, policies and programs of the General Plan and the East Los Angeles Community Plan with the adoption of Plan Amendment No. 200700001 by the Board;
7. Find that the public convenience, the general welfare, and good zoning practice justify the recommended zone change; and therefore
8. Adopt Zone Change No. 201400005 changing the zoning classification of the Project Site to Specific Plan (SP) as depicted on the attached Exhibit and described herein above.

I hereby certify that the foregoing was adopted by a majority of the voting members of the Regional Planning Commission of the County of Los Angeles on August 6, 2014.

ROSIE O. RUIZ, Secretary
County of Los Angeles
Regional Planning Commission

APPROVED AS TO FORM:
OFFICE OF THE COUNTY COUNSEL

By _____
Elaine Lemke
Principal Deputy County Counsel

VOTE:

Concurring:

Dissenting:

Abstaining:

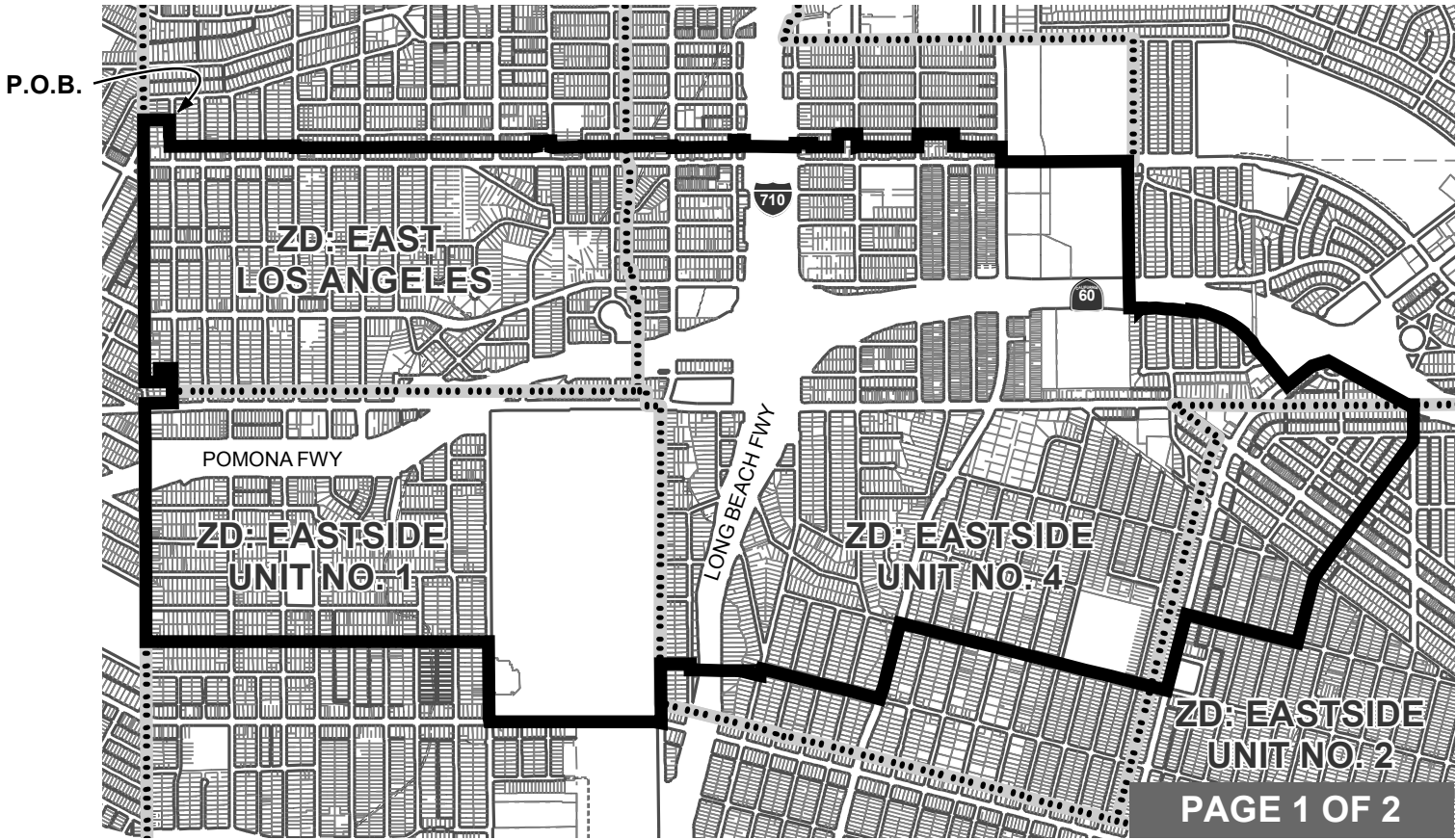
Absent:

Action Date: August 6, 2014

PE:MC
8/6/14

CHANGE OF PRECISE PLAN
EAST LOS ANGELES ZONED DISTRICT
EAST SIDE UNIT 1 ZONED DISTRICT
EAST SIDE UNIT 2 ZONED DISTRICT
EAST SIDE UNIT 4 ZONED DISTRICT
ADOPTED BY ORDINANCE: _____
ON: _____
ZONING CASE: ZC201400005

AMENDING SECTION: 22.16.230 OF THE COUNTY CODE



LEGAL DESCRIPTION:BEGINNING AT THE N.E. CORNER OF THE S. 30' OF LOT 11, IN BLOCK "A", OF THE PALMA HEIGHTS TRACT, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 10, PAGE 126 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY;

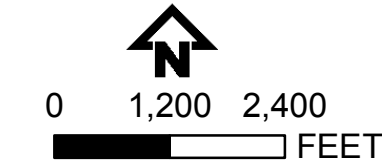
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S.0-10-13E. 19.51'
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N.89-46-21E. 720.712'
N.89-41-26E. 660.058'
N.89-43-1E. 60.244'
N.89-8-42E. 50.053'
N.89-9-49E. 49.957'
N.89-6-14E. 10.231'
S.89-48-35E. 138.501'
N.89-36-24E. 49.511'
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N.89-38-0E. 25.001'
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S.89-48-33E. 39'
S.89-48-33E. 81.01'
S.89-49-17E. 38.5'
S.89-48-15E. 41'

LEGEND:

- PARCELS
- STREET / RIGHT OF WAY
- LOT LINE
- CUT/DEED LINE
- EASEMENT LINE
- ZONE CHANGE AREA
- ZONED DISTRICT BOUNDARY



COUNTY ZONING MAP

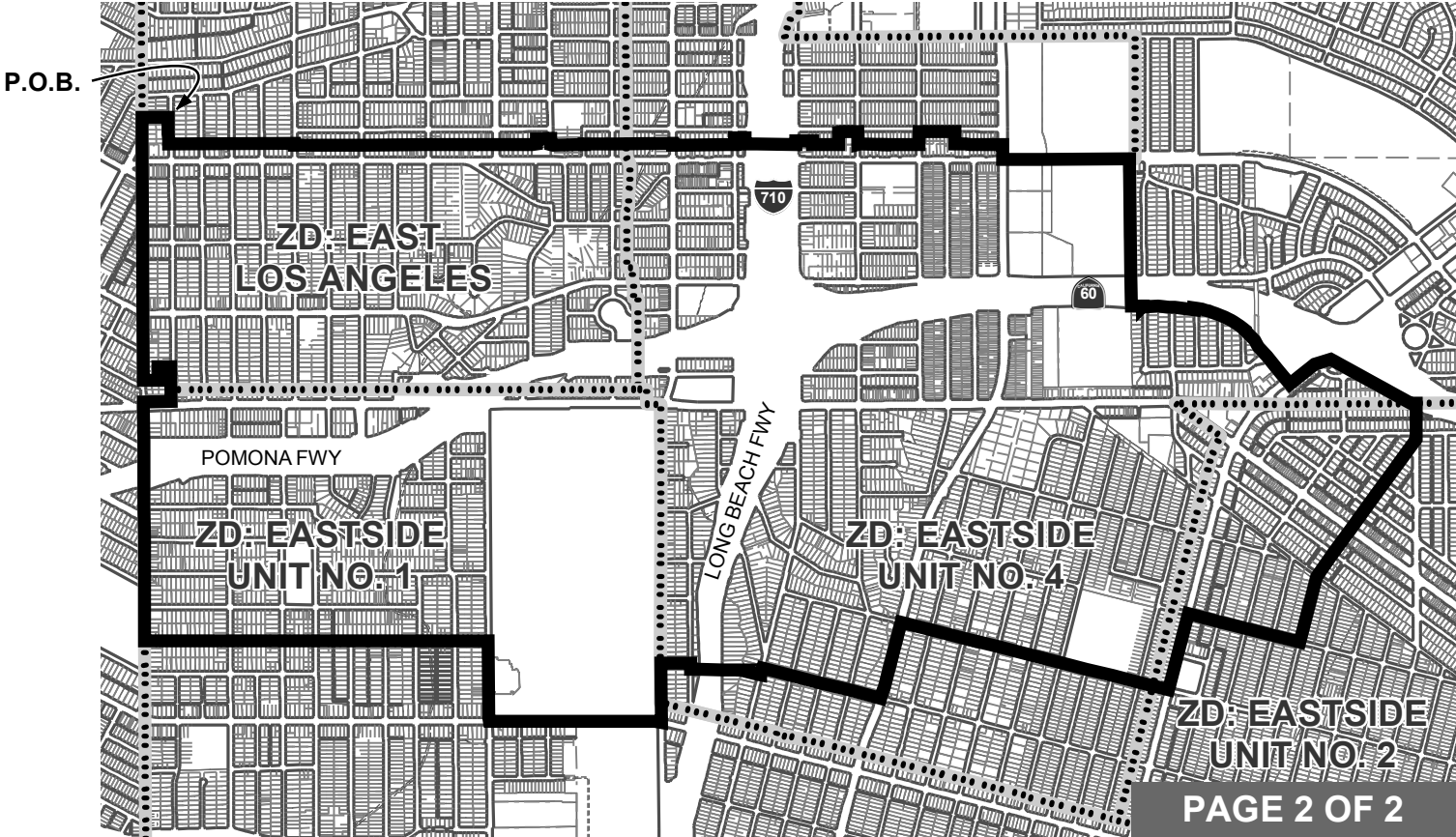
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126H229
126H233
126H237

CONTINUE TO PAGE 2

DIGITAL DESCRIPTION: \ZCO\ZD_EAST_SIDE_UNIT_4\
THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
ESTHER L. VALADEZ, CHAIR
RICHARD J. BRUCKNER, PLANNING DIRECTOR

CHANGE OF PRECISE PLAN
EAST LOS ANGELES ZONED DISTRICT
EAST SIDE UNIT 1 ZONED DISTRICT
EAST SIDE UNIT 2 ZONED DISTRICT
EAST SIDE UNIT 4 ZONED DISTRICT
ADOPTED BY ORDINANCE: _____
ON: _____
ZONING CASE: ZC201400005

AMENDING SECTION: 22.16.230 OF THE COUNTY CODE



LEGAL DESCRIPTION: CONTINUED FROM PAGE 1

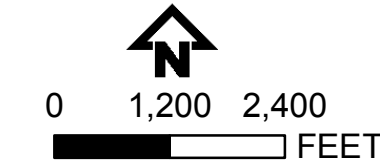
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N.89-44-28E. 235.908'
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N.89-37-40E. 1366.926'
S.0-32-23E. 124.706'
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N.75-57-50E. 5.669'
N.85-42-39E. 10.028'
S.81-7-10E. 8.097'
S.71-10-31E. 5.811'
S.62-19-21E. 6.749'
N.88-4-30E. 120.557'
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N.88-2-31E. 60.044'
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N.89-57-55E. 132.53'

TO THE P.O.B.

LEGEND:

- PARCELS
- STREET / RIGHT OF WAY
- LOT LINE
- CUT/DEED LINE
- EASEMENT LINE
- ZONE CHANGE AREA
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COUNTY ZONING MAP

- 120H229
- 120H233
- 120H237
- 120H241
- 123H229
- 123H233
- 123H237
- 123H241
- 126H229
- 126H233
- 126H237

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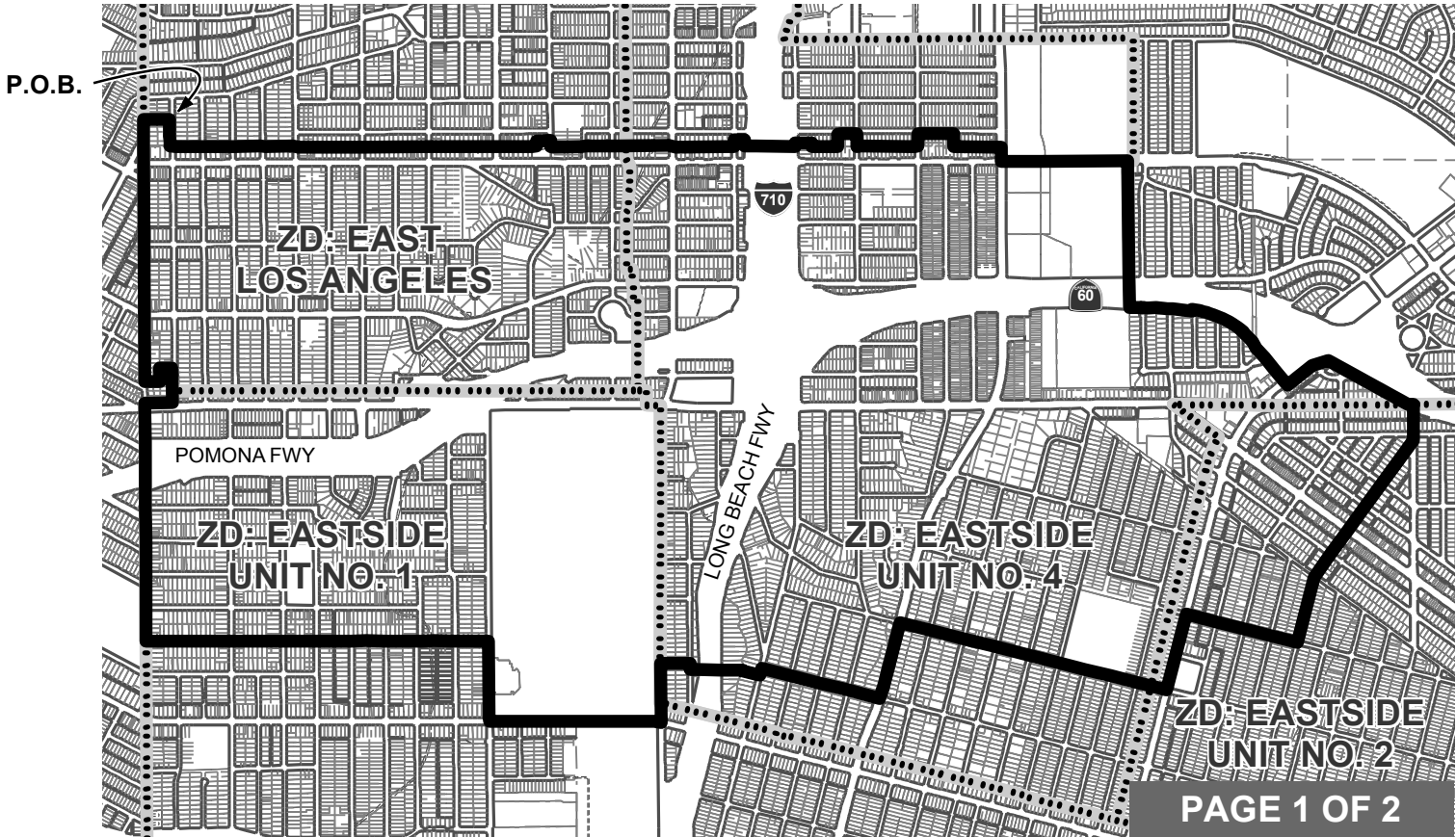
THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
ESTHER L. VALADEZ, CHAIR
RICHARD J. BRUCKNER, PLANNING DIRECTOR

AMENDMENT TO COMMUNITY PLAN
EAST LOS ANGELES COMMUNITY

PLAN AMENDMENT: 2014-00003 (1)

ON:

VARIOUS TO SPECIFIC PLAN
(PROPOSED: SPECIFIC PLAN)



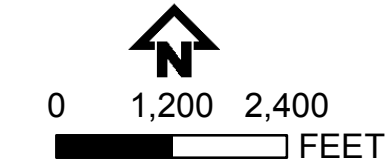
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S.89-48-11E. 80.111'

LEGEND:

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COUNTY ZONING MAP
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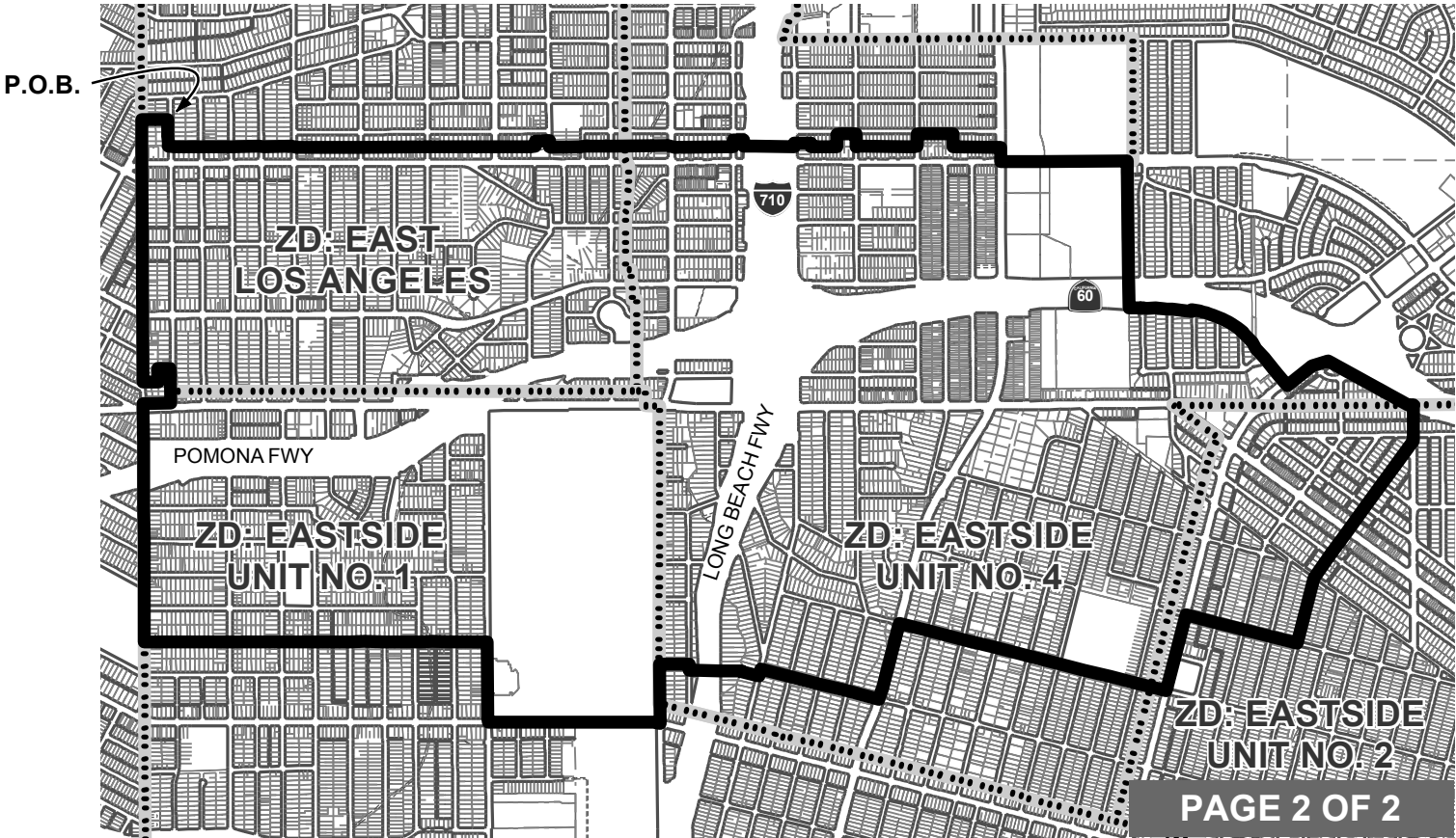
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AMENDMENT TO COMMUNITY PLAN
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PLAN AMENDMENT: 2014-00003 (1)

ON:

VARIOUS TO SPECIFIC PLAN
(PROPOSED: SPECIFIC PLAN)



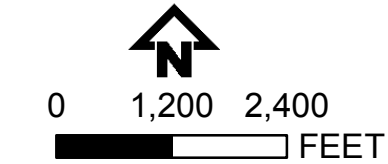
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N.75-47-33W. 335.747'
S.14-17-58W. 728.779'
S.20-15-47W. 31.491'
S.15-36-30W. 87.652'
N.75-42-32W. 994.273'
N.75-33-53W. 324.907'
S.14-53-22W. 76.821'
N.75-46-15W. 195.291'
N.20-40-39E. 7.193'
S.89-32-59W. 223.867'
N.88-41-23W. 242.703'
S.89-2-43W. 75.01'
S.89-2-43W. 25.823'
N.0-14-21W. 69.409'
S.89-35-30W. 315.049'
S.0-22-55E. 637.968'
N.79-52-13W. 71.585'
S.89-59-32W. 1782.414'
N.7-10-38W. 41.541'
N.0-29-34W. 827.204'
S.89-59-54W. 360.419'
S.89-49-9W. 377.346'
N.89-58-9W. 368.64'
N.89-53-51W. 374.578'
S.89-56-13W. 376.354'
N.89-52-19W. 360.178'
N.89-55-47W. 560.029'
S.89-56-56W. 922.004'
N.0-12-29W. 359.769'
N.0-12-45W. 360.988'
N.0-18-8W. 364.457'
N.0-9-42W. 357.722'
N.0-22-59W. 717.885'
N.0-26-44W. 407.845'
N.87-39-14E. 296.937'
N.0-22-8W. 372.658'
N.89-58-17W. 133.74'
S.0-28-6E. 151.383'
S.89-58-52W. 163.825'
N.0-18-34W. 2834.586'
N.89-58-3E. 26.973'
N.89-58-3E. 123.58'
N.89-57-55E. 132.53'

TO THE P.O.B.

LEGEND:

- PARCELS
- STREET / RIGHT OF WAY
- LOT LINE
- CUT/DEED LINE
- EASEMENT LINE
- ZONE CHANGE AREA
- ZONED DISTRICT BOUNDARY



COUNTY ZONING MAP
120H229
120H233
120H237
120H241
123H229
123H233
123H237
123H241
126H229
126H233
126H237

DIGITAL DESCRIPTION: \ZCO\ZD_EAST_SIDE_UNIT_4\

THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
ESTHER L. VALADEZ, CHAIR
RICHARD J. BRUCKNER, PLANNING DIRECTOR